

# AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 31 PARK ROW, NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTER SERIES VOL. XXXVI. No. 30.]

JULY 23, 1880.

[WHOLE No. 2,800, VOL. LIII.]

Mr. FREDERIC ALGAR, Nos. 11 and 12 Clements Lane, Lombard Street, LONDON, E. C., England, is the authorized European Agent for the JOURNAL.

## PRINCIPAL CONTENTS.

Philadelphia and Reading Railroad Company and its Neighbors.....	813
The Railroads of the United States.....	814
Eames' Duplex Automatic Vacuum Brake.....	815
Oil Statistics.....	815
Starin's Transportation Line.....	815
Railroad and Canal Dividend Statement.....	816
Railroad Earnings.....	817
Railroad Bond and Share Lists.....	819, 828
Grand Trunk Railway of Canada.....	832
Chicago, Burlington and Quincy Railroad.....	835
Railroad Ties and Telegraph Poles.....	836
Coffee Production of the World.....	836
Iron and Steel.....	836
Baltimore and Hanover Railroad.....	837
Cleveland, Columbus, Cincinnati and Indianapolis Railroad.....	837
Woodruff Parlor and Sleeping Cars.....	837
Pennsylvania Railroad.....	837

## American Railroad Journal.

New York, Friday, July 23, 1880.

### Philadelphia and Reading Railroad Company and its Neighbors.

A contest of capital of colossal proportions (one of several now being waged), is in progress as to the roads in eastern Pennsylvania and New Jersey, the outcome of which it is difficult to predict. It concerns all the anthracite coal roads, viz: the Philadelphia and Reading, the Central of New Jersey, the Lehigh Valley, the Delaware, Lackawanna and Western and, to a less extent, the Delaware and Hudson Canal. These are the great coal transportation companies, most of which have besides indirect proprietary interests in the coal lands. These invaluable mines, situate within five counties of Pennsylvania, are a prize worth contending for, and a *fortiori* worth preserving without contention, as they contain more concentrated net wealth than any equal area in the country. The New York, Lake Erie and Western and the Pennsylvania Railroad Companies are also to a limited extent concerned; the former as a transporter of coal, and the latter in the conquest over an annoying rival in other fields than the coal mines.

It is familiar history that the Reading Company, as a trifle the largest miner and carrier

of coal, has for years undertaken to dictate a policy in rates and production to its associates. There can now be no doubt that, had its advice been taken, all of the coal companies would have been in a better position to-day; but this would have been conceding perhaps too much power and influence to Mr. Gowen. Failing to agree, that gentleman undertook to teach them the folly of unrestrained production and competition, and naturally made his associate coal carriers more indignant and revengeful than before. The drop in coal and iron prices, which they had thus invited, bore heavily on all, but it seems heaviest of all on Mr. Gowen's two companies, and gave his neighbors the desired opportunity of overpowering their troublesome rival. The Reading Company, by its policy of extending aid to furnaces and mills along its lines, by steamship and dock ventures, etc., was in financial straits, and the result was to be foreseen. The Reading Railroad and Coal and Iron Companies are in the hands of Receivers, brought about in part by the over-confidence of its managers; and in part, no doubt, by the vindictiveness of its many rivals in business. Prominent among these are of course the Pennsylvania and the Lehigh Valley Railroad Companies, with help, perhaps, from the Philadelphia, Wilmington and Baltimore Railroad Company, and others of less note.

To understand the ground of this animosity we must remember that the Philadelphia and Reading Railroad Co. was lessee of several roads in the interior of the State, whereby it intersected the Pennsylvania system of roads at several points, noticeably, at Columbia, Harrisburg, Shamokin and Williamsport; add to this that it leased the North Pennsylvania Railroad, including its Bound Brook Branch, which made it an open competitor also at Easton, Trenton, Elizabeth and New York. Such a growing rival was sure to become dangerous, as beyond Harrisburg lay Pittsburg and the West, by an easy route, also the lines penetrating the Shenandoah Valley to the Southwest; beyond Williamsport lay Rochester and Buffalo, also accessible; while on the South was the Baltimore and Ohio, anxious

for just such an entrance into New York as the Reading combination could afford. As it stands at this date it is a formidable competitor for the business between New York and Philadelphia, and between both cities and the coal regions.

Meanwhile the Central Railroad of New Jersey, another great coal company, had been landed in difficulties growing out of purchases and leases of coal lands and roads at apparently high prices. This road is important as being one of the best inlets into New York, and in combination with one or more of the Pennsylvania roads would be still more so. There have been envious eyes set upon it: (1) by the Pennsylvania Railroad Co., which would like to suppress its power for mischief; (2) by the Lehigh Valley, which it parallels for nearly 150 miles (and in the Lehigh Valley itself chiefly alongside); (3) by the rich Standard Oil Company which uses it to reach its docks on New York Bay; (4) by the old owners headed by the Receiver; and (5) by Mr. Keene and a following of speculators, who are disposed to take advantage of the situation. The result is a dead-lock; neither party having enough shares to control the policy, and the road will remain as it is until some new combination is made. Although the road is solvent and never did a more profitable business, the Receiver will remain. Meanwhile it is the key to the vast complication.

To an outsider the query naturally arises: why would it not be well to reorganize, on the basis of a common interest, these three companies—the Central of New Jersey, the Philadelphia and Reading, and the Lehigh Valley—with their several dependencies? This would be a happy conclusion of profitless strife, and would make a really useful and powerful company, with some 1,500 miles of busy roads having more points in common than in difference, of which New York and Philadelphia would be the ganglia. Mr. Gowen's services could be appropriately devoted to his Coal and Iron Company's operations, and some worthy representative could be found to head the consolidated interest. The developments in the cases of these two great roads, now under the

Wm J

orders of courts, will be watched with interest by others besides their creditors.

[From the Fortnightly Review.]

#### The Railroads of the United States.

THEIR EFFECTS ON FARMING AND PRODUCTION IN THAT COUNTRY AND IN GREAT BRITAIN.

By EDWARD ATKINSON.

In the report of one of the recent speeches of Mr. Gladstone, reference is made to information sent him by an English correspondent in this country in regard to the prices of certain farm lands in Massachusetts, by which it appears that he has been misled in his inference that Western competition has depressed Eastern farming in the United States; his correspondent having formed a general conclusion upon very insufficient data.

As a right understanding of the true effects and results of Western competition in the production of grain and meat may become of the greatest importance in the settlement of the grave questions in reference to land-tenure now pending in Great Britain, it may not be unsuitable for an American to submit some considerations on the great changes that have in fact been brought about in the Eastern United States by the construction of railroads to the West, to which public attention has not been much directed even yet.

The object of this paper is to prove—

1. The vast saving of labor that has been effected in the eastern portion of the United States by the extension of the railway system to the West in procuring bread and meat at less and less cost.

2. That the art of agriculture in the Eastern States has in recent years made a great advance in respect to method of work and in variety of products; in some sections of the Eastern States there has also been a considerable increase in the value of agricultural products, such progress having been promoted and made possible by the changed relations of the two sections of the country growing out of the railway system.

3. That, under the unrestricted action of natural laws, like effects will be produced in Great Britain.

4. That, under the workings of the new force represented by the modern railway system and the steamship, the present relations of landlord and tenant peculiar to Great Britain must and will be so entirely changed as to result practically in the almost entire disappearance or abatement of the element of rent in respect to land devoted to purposes of agriculture.

5. That, in place of the present division of agricultural produce or its value among three classes—laborers, tenants and landlords—in the proportion of the minimum needed for subsistence to the first, an uncertain and at present negative quantity to the second, and a maximum to the third, a new division of an increased, varied, and more valuable product will occur between two classes, laborers and freehold farmers.

6. That in this new division, the same facts will be observed that are found in other occupations; to wit, that, as the product increases in variety and in value, a larger share and a better subsistence accrues to each of the two classes, laborers and employers, wherever distribution is unaffected by restrictive statutes.

In pursuance of this subject, in respect to the eastern part of the United States, Massachusetts on the whole one of the most sterile States, will be chosen as an example.\*

\* Massachusetts is a small State, only 7,800 square miles in area. Her typical natural products are commonly said to be granite and ice; Her people, about one-fourth of whom are foreign born, are mainly engaged in the manufacturing and mechanic arts of every kind; but in 1875 there were in the State 44,549 separate farms, of which only 1,054 were held under leases, 43,495 being carried on by their owners. They contained 3,402,000 acres of land, valued, with buildings, at 182,600,000, at an average of \$4,100 each.

Not quite one-third of the land is under cultivation. The total amount of wages paid for hired labor was \$5,600,000. The value of the domestic and agricultural product of these farms in 1875 was \$41,522,000.—Vide Census of Mass., 1875, CARROLL D. WRIGHT, Supt.

It is admitted that there are many deserted farms in Massachusetts; that the rural population has not increased, but has in many places decreased; and that there is much land, once under cultivation, that would not bring the cost of the stone walls with which it is inclosed.

But these farms are in the more sterile sections of the State, or are remote from railroads and have been given up because improvement in agriculture compasses larger product on less land with less labor elsewhere, even in the same State.

There is another class of farms of an intermediate kind, that have been sold by their original Yankee owners because their descendants did not find scope for their ability upon them: they needed a larger field and a greater opportunity. These farms have been taken up in very many cases by Irish, many of whom have passed from the textile factories or other occupations to the ownership of land purchased with the savings which the universal custom of depositing in savings banks (especially among the Irish in New England) has enabled them to accumulate.

Yet, despite all this giving up of farm land formerly cultivated, and this change of ownership, the more fertile lands of Massachusetts are now worth more, because more productive, than they were when we were much more dependent upon our own labor for grain and meat of home production than we now are. The aggregate value of the farm products of Massachusetts increases annually. Between 1865 and 1875 the cost of moving Western farm products to Massachusetts was reduced in greater ratio than at any previous period, yet the value of the agricultural products of the State was nearly eight million dollars more in the latter than in the former year, notwithstanding the very great reduction in prices which accompanied the appreciation of the paper dollar, from an average discount of thirty-six per cent in 1865 to only ten per cent in 1875.

Before the use of the railway, and even down to a later date,—before the great railway systems of the country were consolidated, and worked at the low rates that now prevail,—it was necessary for the people of New England to work arduously for bread alone. Brown bread made of Indian corn constituted the staple food in many farmer's families, white or wheat bread was a luxury.

There are, within twenty miles of Boston, hundreds of acres of land which, half a century since, would of necessity have been devoted to the production of grain and potatoes, of which the gross product per acre is now worth five hundred or a thousand dollars a year. Nothing strikes a New England man with more amazement, on the first approach to London, than to see the proximity of the wheat fields to the suburbs of the city, where he would expect to find very small farms under high cultivation in market gardening.

Again: it is but a few years since a wood-lot was as essential to the farm as the cornfield or the pasture. New England possesses no available beds of coal, and the whole supply of fuel came from the forest. It could not be moved long distances, and the farmer was obliged to go to the forest or to its proximity since the forest could not come to him.

The hill-sides were cleared, and great temporary injury was done; but at the present time the anthracite coal of Pennsylvania furnishes the cheapest fuel in very remote parts of the New England States. The forest is being restored on the hills; and many farms which were only occupied because the supply of fuel was ample, may now be left for pasture, or even may be covered with wood on the arable land. In many cases this "sprout land," so called, retains its value for the supply of railway sleepers and other purposes.

The same rule of increased product and value

applies to most of the farm lands of Central New York in and around the Mohawk and Genesee valleys, formerly the very center of the best wheat cultivation of the United States, but where but a moderate quantity of wheat is now raised. These farms, temporarily affected in value by the competition of Western grain, are now in many places more valuable than ever before; and, as the mode of cultivation, and the character of the crops become adjusted to the new conditions, a higher degree of prosperity ensues.

There is still a considerable quantity of maize, or Indian-corn, produced in New England, because the varieties grown on our soil and in our climate are harder, sweeter, and more nutritious than the kinds raised upon the prairies of the West; but, on the whole, it may be said that maize and wheat are the pioneer crops of easiest cultivation in this country, and not—as wheat is in Great Britain—the product of high farming under a system of cultivation carefully prescribed in the lease of the land.

Thus it happens that, although these crops have passed more and more to the West, their migration does not mark decay, but rather progress, in the art of agriculture in the East. Since we can get the staple elements of subsistence from what may be called the great manufactories of grain and meat in the West, our own farmers are engaged in producing roots, hay, and fruits in great abundance, in raising poultry, or in dairy-farming. In witness of this statement, the data of the last national census (which were quite inadequate in respect to the products of agriculture of Massachusetts) disclosed the fact that Worcester County, Massachusetts, stood only third among the county divisions of the whole country in the value of the products of agriculture. The first was Lancaster County, Pennsylvania; the second, the great dairy-county of St. Lawrence, New York; the fourth was Hartford County, Connecticut; not until the fifth did we reach the corn-country, La Salle County, Illinois; sixth, the wheat-country, Oakland County, Michigan; and next we come back to Burlington County, in New Jersey.

In 1870 the value of the products of agriculture of the five counties of Lancaster, Penn., St. Lawrence, N. Y., Worcester, Mass., Hartford, Conn., and Burlington, N. J.—all situated in the far East—was \$38,804,240. Yet the area of improved land on which this value was produced was only 3,058 square miles.

The value of the farms of the five Eastern counties was in 1870 \$182,786,611. The value of all the improved lands in the great corn State of Illinois was only five times as great; the value of all the farms in the great wheat State of Minnesota a little more than one-half as much; and in the great cotton State of Mississippi less than one-half.

It is true that a great period of depression has occurred since 1870, which has affected the East a little more than the West; but it has passed by, and it cannot now be gainsaid that, although we have not in the East any great workers of hundreds and thousands of acres, who make corn or maize and wheat by machinery, there are yet more thrifty, prosperous farmers who own and cultivate moderate quantities of land in New England and the Middle States than there are in the Western States; the reason, of course, being that the more dense population of the towns and cities of the East, engaged in commerce or in the manufacturing and mechanic arts, affords a quicker market for the variety of products that cannot be moved over very long distances, but which constitute a far greater proportion of the cost and also of the comfort of household consumption than is represented by the mere consumption of bread. It is not intended to affirm that there are not many richer men engaged in agriculture in the West than in the East—men who have grown rich both by farming on a large scale, and by the rise in the value of their land; but in proportion to numbers it is very certain that there is a higher standard of comfort and thrift in many of the

farming counties of New York, New Jersey and Pennsylvania, and in portions of New England, than prevails at the present time in the Western States.

The same changes in variety and value of products will occur, or have doubtless occurred, in the neighborhood of the great Western towns and cities which are so rapidly becoming the centers of various manufactures; and they have also occurred in the vicinity of Southern seaboard cities—Charleston, Savannah and Norfolk—where thousands of acres of land are devoted to market-gardening for Northern supply, and are witnesses of the industry and thrift of the free colored laborers, by whom most of the work is done; even long distances being offset by the high prices obtained for early vegetables and fruits.

The same rule seems to apply to these great staple and necessary products of agriculture—corn and meat—that applies to staple textile fabrics, and to other factory work; namely, that, as they become more and more the product of machinery, employing relatively but few hands, they find their special place or district, and the work of that district is concentrated upon them. An ever-increasing proportion of the population elsewhere is thus relieved from arduous drudgery, and is enabled to spend more time and work on the comforts and luxuries of life, and in more varied occupations.

Machinery not only aggregates people in manufacturing of fabrics, but also in districts devoted to wheat and to grazing; but it segregates as well, by enabling great numbers of men to do other work, requiring manual dexterity rather than machinery, for which there would otherwise be no time or opportunity, and which may be carried on wherever men choose to live in communities of moderate size.

The application of machinery to the staple products of maize and wheat is producing the same result—less human labor and more food to be consumed. In this essay maize and pork may be considered synonymous terms, the "hog-products" being the conversion of maize into meat.

The secret of these changes in the sources of our agricultural supplies is, that the railroad has eliminated distance. A barrel of flour, and a barrel of pork or its equivalent, constitute the substance of Western farm products needed by each adult in the East. The two barrels are equal to 500 lbs., or a quarter of the net ton in which our railway traffic is computed. This quantity is now brought from Chicago to Boston, one thousand miles, at an average of \$1.25; sometimes for less, or at the rate of \$5, or £1 sterling, per ton of 2,000 lbs.

We might therefore state an economic equation in these terms:

The movement of one year's subsistence of grain and meat for an adult working man a distance of one thousand miles is equal to a dollar and 25 cents, or 5s., which sum is equal to one day's wages of a common workman, or half the daily wages of a good carpenter or mason.

Half to one day's wages, one thousand miles, and the movement of one year's subsistence, are synonymous terms. One day's pay places the mechanic of Massachusetts next door to the Western prairies a thousand miles away.

The same terms of the equation may soon be applied to the distances beyond Chicago towards Minnesota, Dakota, Iowa, Kansas and Nebraska, because grades are easier, fuel is more abundant, and, as population and traffic increase, two days' work of a common laborer in Massachusetts will soon move a year's subsistence of corn and meat fifteen hundred or two thousand miles from far Dakota and from the plains of Nebraska; one name still designating a Territory, the other the last but one among the States admitted to the Union. At the present time the rates of freight west of Chicago are much higher than between Chicago and the seaboard.

In Dakota, on the Red River of the North, wheat is manufactured in some fields, where each single furrow of the plow is said to take a day to

run without once turning; and from these fields the wheat is now brought in millions of bushels, upon which there has been no manual labor, except to direct the machinery, from the time the seed was planted in the field until the bread is cut upon the table of the factory operative in Lowell.

(To be continued.)

#### Eames' Duplex Automatic Vacuum Brake.

Mr. Eames has patented his brake in England as well as on the continent, and is expected to arrive shortly from America, when the result of the work done by it on the Barnsley-Dore branch of the Great Northern railway for the six months it has been in operation will be made known. In the first instance, it was not intended to test it so long, but a desire was expressed to have it in operation for the purpose of testing its durability. That period has nearly expired, and the results are said to be most satisfactory. It has been at work on the New York and Manhattan Beach railway, and the master mechanic of the company has just forwarded a communication to the patentee, in which he states that the vacuum brake has been attached to all the engines and passenger cars, and he strongly recommends it as being first class in every respect. During the last three years it had some very severe trials and had been tested to its utmost. He says it has always been ready to respond to what was required of it. The Eames brake he has found to be the most desirable in the market. The diaphragms have been running under the engines and cars for the past three years, and have not yet required replacing, and he concludes by saying that, for simplicity, durability, and its automatic couplings, with the improved ejector, it has no equal, so that he strongly recommends the brake to all railway companies. Mr. Campbell, the general foreman of the Manhattan elevated railway in New York city, gives the number of stops made by the flexible rubber diaphragms on that line, before they were replaced, as follows: Upon the engine where they were exposed to strong heat, 90,915; and upon the carriages, 171,600. These results must be considered as in every way satisfactory, but more details will be given before long, and in all probability the brake will be tested by some of our government officials, seeing how desirable it is that all railway companies should have the best brake that can be furnished to them in the interest, not only of the companies, but in that of the public as well. —[London Railway News.

#### Oil Statistics.

According to Stowell's Petroleum Reporter the stock on hand June 1, 1880, was 11,648,087 barrels to which add production during the month of June, 2,036,910 barrels, making a total of 13,684,997 barrels; from which deduct shipments during the month of June, 975,083 barrels, leaving total stock on hand July 1, 1880, 12,709,914 barrels. The number of producing wells at the close of the month was 13,172; number of drilling wells, 440; number of drilling wells completed during the month, 810; number of dry holes developed, 9; number of rigs up and building, 422; average daily production of the new wells, 25 barrels; average daily production of all the wells for the month was 5.1 barrels.

The shipments of crude from the Northern field during the month were 529,558 barrels, and from the Southern field in crude and refined reduced to crude equivalent, 445,525 barrels, making the total shipments out of the producing region for the month 975,083 barrels; of this amount New York took 408,151 barrels; Pittsburgh, 44,840 barrels; Cleveland, 179,165 barrels; Philadelphia, 58,285 barrels; Boston, 28,207 barrels; Baltimore, 1,577; Ohio river refineries, 7,491 bar-

rels; other local points, 46,267; destroyed by fire, 200,000 barrels. Total shipments, as above, 975,083. Commenting upon these figures, the Reporter says:

From the above statement of facts it is fair to presume that a decided lessening of the production may be looked for before many months shall have passed away, unless some new and as yet unknown field, as large, as prolific, and as certain, shall speedily be discovered and operated.

The present stock of 12,709,914 barrels is considered about one year's supply for the demands of the trade, and for the next six months the trade will require the whole of the production to meet its wants. If the above estimate of the supply and demand shall prove nearly correct, we may look for a stock at the commencement of 1881 of some 12,000,000 barrels, with a production decidedly less than at present, and not to exceed the amount produced at the commencement of 1880.

#### Starin's Transportation Lines.

Hon. John H. Starin, of Fultonville, Myndert Starin, Charles F. Starin, and James D. Spatker, of New York, and Peter Cantino, of Saugerties, are named as directors of Starin's City, River, and Harbor Transportation Company, limited. The capital is placed at \$400,000. The object is to purchase steam-boats, propellers, tugs, barges, canal-boats, floats, scows, and other vessels for carrying freight and passengers; also for towing upon the Hudson River, East River, Long Island Sound, and the high seas; also to purchase grounds for wharves and pleasure parties; also to transfer freights and merchandise by carts or trucks to the city of New York, Brooklyn, Jersey City, and Hoboken, and to own or hire the necessary vehicles and horses for such purposes. The same persons are also named as directors of Starin's New Haven Transportation Line, limited. The capital is placed at \$80,000. The object is to purchase vessels for transporting freight and passengers upon the waters within the States of New York, Connecticut, and New Jersey, as also the high seas.

The Arizona Central Railroad Company was organized at Phoenix on the 12th inst. and the following directors elected: Joseph G. Henzky and Samuel A. Henzky, of Philadelphia; R. Barmester, John J. Gasper and E. P. Clark, of Prescott. A. T. Samuel A. Henzky, Vice President and Manager, has been personally conducting a reconnaissance of the Bradshaw mountains, and will soon place in the field a corps with T. A. Eckoff as engineer in charge. It is the intention of the company to proceed with the construction as soon as the location of the line between Maricopa and Phoenix is completed.

The earnings of the New York Central and Hudson River Railroad for June, 1880, were \$2,653,477.42, against \$2,022,823.28 for June, 1879, an increase of \$630,654.14. For the nine months of the fiscal year ending with June, 1880, the earnings were \$24,289,115.40, against \$20,733,755.83 for the corresponding period of the previous year, an increase of \$3,555,359.52.

David R. Murchison, of Wilmington, N. C., has been elected president; General Wm. McRay, general manager; and V. A. Johnson, Superintendent of the Carolina Central Railroad Company.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susquehanna.....100	13,500,000	J. & J.	July '80 24	Louisville, Cin. and Lex.....50	1,623,483	J. & J.	July '80 3	Ware River.....100	976,000	J. & J.	July '80 31
Ashuelot.....100	210,000	quarterly	Oct. '79 14	Louisville & Nashville.....100	9,652,950	F. & A.	Aug. '80 3	Warren (N. J.).....100	1,900,000	A. & O.	Apr. '79 3
Atch., Pop. & Santa Fe.....100	10,469,300	quarterly	Aug. '80 2	Louisville, N. Alb. & Chi.....100	3,000,000	J. & D.	Dec. '78 3	Warwick Valley.....100	228,000	J. & J.	July '80 3
Atlantic and West Point.....100	1,283,200	J. & J.	July '79 4	Lowell and Andover.....100	600,000	J. & J.	July '80 24	Westchester & Phil. pref.....100	821,800	J. & J.	July '80 2
Atlantic and St. Lawrence.....100	5,000,000	M. & S.	Mar. '80 3	Lowell and Lawrence.....100	300,000	A. & O.	Apr. '78 21	West Jersey.....100	1,582,750	F. & A.	Nov. '79 2
Augusta and Savannah.....100	1,022,900	J. & D.	June '79 24	Lykens Valley.....100	600,000	F.M.A.N.	Feb. '79 24	Wilmington & Weldon.....100	1,455,200	J. & O.	Nov. '79 3
Avon, Genesee & Mt. M.....100	225,000	A. & O.	Jan. '78 3	Manchester and Law.....100	1,000,000	M. & N.	May '80 5	Winchester & Potomac.....100	180,000	J. & J.	July '80 3
Baltimore and Ohio.....100	14,218,900	M. & N.	May '80 4	Marietta & Cincinnati.....50	1,408,912	—	—	Winchester & Strasburg.....100	500,000	J. & J.	July '80 3
Washington Br. pref.....100	4,899,678	J. & J.	July '80 3	Massachusetts.....50	3,120,719	M. & S.	Sep. '80 3	Worcester and Nashua.....75	1,789,900	J. & J.	July '78 2
Berkshire.....100	800,000	A. & O.	Apr. '80 13	Massachusetts.....50	4,460,388	M. & S.	Sep. '80 3				
Boston and Albany.....100	20,000,000	M. & N.	May '80 4	Memphis & Charleston.....25	5,812,725	J. & D.	Jan. '80 3				
Bos., Cin., F. & N. Bed. 100	1,237,600	—	—	Metropolitan Elevated.....100	4,500,000	quarterly	July '80 24	Albany City.....100	110,300	—	—
— pref.....100	1,750,100	—	—	Michigan Central.....100	18,738,204	F. & A.	Aug. '80 4	Baltimore City.....25	1,000,000	J. & J.	July '80 3
Agricultural Br. guar.....100	60,000	J. & D.	June '78 3	Middlesex Central.....100	2,138,188	F. & A.	Feb. '80 3	Balt., Cat. & El. Mills.....100	2,200,000	A. & O.	Apr. '79 2
Bot., Cinc. & Mont. pref.....100	800,000	M. & N.	May '80 3	Mill Creek & Minehill.....50	523,375	J. & J.	July '80 3	Boston & Chelsea pref.....100	2,200,000	A. & O.	Apr. '79 2
Boston and Lowell.....600	2,250,000	J. & N.	July '80 2	St. Hill & Schuyl. Hav.....50	3,856,450	J. & J.	July '80 24	Broadway (Brooklyn).....100	2,000,000	J.A.J.O.	Apr. '78 4
Boston and Maine.....100	6,921,274	M. & N.	May '80 24	Mobile and Montgomery.....100	2,794,800	F. & A.	Feb. '80 24	Broadw. & 7th Av. (N.Y.).....100	4,100,000	J.A.J.O.	Apr. '79 2
Boston and Providence.....100	4,000,000	M. & N.	May '80 4	Morris and Essex.....50	15,000,000	J. & J.	July '80 24	Brooklyn & Hunter's Pt. 100	400,000	A. & O.	Apr. '79 3
Attleborough Branch.....100	131,700	J. & J.	July '80 24	Mt. Carbon & Pt. Carbon.....50	282,350	J. & J.	July '80 3	Brooklyn City.....100	2,000,000	F.M.A.N.	Aug. '79 1
Buff., Revere B. & Lynn.....100	349,280	J. & J.	July '80 3	Nashua and Lowell.....100	800,000	M. & N.	May '80 31	Bushwick (Brooklyn).....100	309,000	F. & A.	July '71 24
Buffalo, N. Y. and Erie.....100	980,000	J. & D.	June '80 3	Nashua and Rochester.....100	1,305,800	A. & O.	Apr. '80 11	Cambridge.....100	875,000	J.A.J.O.	Apr. '80 4
Burl. & Mo. Riv. in Neb. 100	8,837,900	quarterly	Feb. '78 3	Nashville and Decatur.....100	1,529,000	J. & D.	Dec. '79 3	Con. Park, N. & E. Riv. 100	1,068,400	J. & J.	Jan. '79 3
Camden and Atlantic.....50	377,400	quarterly	Apr. '80 31	Nash., Chat. & St. Louis. 25	6,875,256	A. & O.	Apr. '80 14	Citizens' (Phila.).....50	500,000	J. & J.	Jan. '78 10
— pref.....50	338,311	quarterly	Apr. '80 31	Neugatuck.....100	2,000,000	M. & S.	July '80 3	Citizens' (Phg.).....50	200,000	M. & N.	Nov. '77 10
Camden & Burl. Co.....100	381,923	J. & J.	July '80 3	Nesquehoning Valley.....50	1,000,000	M. & S.	Mar. '80 31	Coney Island & Brookl. 100	500,000	—	—
Orpe May and Millville.....50	447,000	J. & D.	June '80 3	N. Castle & Beaver Val.....50	1,500,000	quarterly	July '80 24	Continental (Phila.).....50	150,000	J. & J.	July '80 3
Catawissa.....50	1,159,500	Oct. ber.	Oct. '79 31	N. Haven & Northamp.....100	600,000	quarterly	Oct. '78 3	D. Dock, E. B'dw. & Bat. 100	1,300,000	F.M.A.N.	May '79 2
— pref.....50	2,000,000	M. & N.	May '80 31	New London Northern.....100	1,418,800	quarterly	June '80 11	Eighth Avenue (N.Y.).....100	1,000,000	J. & J.	Jan. '79 6
— 2d pref.....50	1,000,000	M. & N.	May '80 31	N.Y. Cen. & Hudson R.....100	99,428,330	quarterly	July '80 2	Elizabeth and Newark.....100	200,000	—	—
Cayuga and Susquehanna.....100	589,110	J. & J.	Jan. '80 4	New York and Harlem.....100	3,500,000	J. & J.	July '80 4	42nd St. & G. St. Ferry.....100	743,000	M. & N.	May '79 6
Cedar Rapids & Mo. R.....100	6,880,400	F.M.A.N.	May '80 1	— pref.....100	1,600,000	J. & J.	July '80 4	Frankf. & Southw. (Ph.) 50	600,000	A. & O.	Apr. '80 4
Central of Georgia.....100	7,500,000	F. & D.	June '80 3	— City Line.....100	2,000,000	—	—	Germantown (Ph.).....100	1,000,000	J. & J.	Jan. '79 2
Central of New Jersey.....100	15,563,200	quarterly	Apr. '74 24	New York & Long Br.....100	2,000,000	—	—	Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Central Ohio.....100	3,425,000	J. & J.	July '80 3	New York Elevated.....100	6,500,000	quarterly	July '80 24	Grand St. and Newton.....100	170,000	J. & J.	July '71 2
— pref.....100	400,000	J. & J.	July '80 3	N.Y., Lake Erie & West. 100	77,107,700	—	—	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Central Pacific.....100	54,275,500	F. & A.	Aug. '80 3	— pref.....100	8,148,700	—	—	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '78 14
Chemung.....100	880,000	quarterly	July '80 14	N. Y., N. H. & Harf.....100	15,500,000	J. & J.	July '80 3	Highland.....100	600,000	A. & O.	Jan. '80 4
Chesapeake, preferred.....100	2,155,800	J. & J.	Jan. '80 14	N. Y. Provid. & Boston.....100	3,000,000	quarterly	May '80 2	Lomb. & South Sta. (Ph.) 25	105,000	A. & O.	Oct. '79 4
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '80 3	Nig. Bridge & Canand.....100	1,000,000	J. & J.	July '80 3	Lynn and Boston.....100	200,000	—	—
— pref.....100	2,428,400	M. & S.	Mar. '80 31	North Carolina.....100	4,000,000	M. & S.	Mar. '78 3	Malden and Melrose.....100	200,000	—	—
Chicago, Burl. & Quincy.....100	31,004,456	M. & S.	June '80 2	N. Eastern (S. O.) pref.....100	80,000	M. & N.	Nov. '77 4	Metropolitan (Boston).....50	1,500,000	J. & J.	July '80 4
Chi., Cin., Dub. & Minn.....100	6,158,000	A. & O.	Apr. '79 24	North Pennsylvania.....50	4,842,150	quarterly	May '80 14	Middlesex (Boston).....100	400,000	M. & N.	May '80 31
Chicago, Iowa & Nebraska.....100	3,916,200	J. & J.	July '80 3	Northern Central.....50	5,631,000	A. & O.	Apr. '78 3	N. Y., Bay Ridge & Jam. 100	102,540	—	—
Chi., Mil. and St. Paul.....100	15,404,251	A. & O.	Apr. '80 31	Northern New Hampshire.....100	1,000,000	J. & J.	July '77 2	Ninth Avenue (N. Y.).....100	797,320	—	—
— pref.....100	12,270,483	A. & O.	Apr. '80 31	Northern New Jersey.....100	3,008,400	J. & D.	June '80 3	Orange and Newark.....100	282,556	—	—
Chicago & N. Western.....100	14,988,807	J. & D.	June '80 3	Norwich & Worcester.....100	2,604,400	J. & J.	July '80 5	People's (Phila.).....25	200,000	—	—
— pref.....100	22,025,035	quarterly	June '80 11	Ogdensb. & L. Champ.....100	3,077,000	J. & J.	July '78 2	Philadelphia City.....50	475,000	J. & J.	July '80 5
Chicago, B. L. & Pacific.....100	60,000,000	quarterly	Aug. '80 11	— pref.....100	2,000,000	A. & O.	Apr. '78 4	Philadelphia and Darby 50	200,000	J. & J.	July '77 2
Cin. Ham. & Dayton.....100	5,500,000	A. & O.	Apr. '80 3	Ohio and Mississippi.....100	20,000,000	quarterly	—	Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 3
Cin. Ham. & Cleve. pref.....100	439,087	M. & N.	May '80 3	Old Colony.....100	4,000,000	J. & D.	Mar. '78 24	Pbg. Alleg. & Manchester 50	200,000	quarterly	Apr. '78 2
Clev. Col. Cin. & Ind. 100	14,991,800	F. & A.	Feb. '80 24	Oregon Railway & Nav. 100	4,435,000	F. & A.	Aug. '80 2	Ridge Avenue (Ph.).....50	750,000	A. & O.	Apr. '79 14
Cleveland & Mahoning.....50	2,057,569	M. & N.	Nov. '79 4	Oswego and Syracuse.....100	492,400	F. & A.	Feb. '80 14	Second Avenue (N.Y.).....100	1,199,500	J.A.J.O.	Apr. '78 2
Columbus and Xenia.....50	11,386,150	M.J.S.D.	June '80 2	Panama.....100	7,000,000	quarterly	Aug. '80 4	Second & Third St. (Ph.) 10	962,100	quarterly	Jan. '79 3
Colum. & Hocking Val. 100	2,500,000	F. & A.	Aug. '80 4	Patterson and Hudson.....100	832,000	J. & J.	July '80 4	17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Concord and Port.....100	1,500,000	M. & N.	May '80 3	Patterson and Newark.....100	250,000	J. & J.	July '80 4	Sixth Avenue (N. Y.).....100	750,000	M. & N.	Nov. '77 3
Concord and Port.....100	1,500,000	J. & D.	June '80 3	Patterson and Ramapo.....100	248,000	J. & J.	July '80 3	Jomerville (Boston).....100	113,000	M. & N.	May '80 5
Conn. & Passump. Riv. 1.0	2,750,700	F. & A.	Aug. '80 2	Pemb. & Hightstown.....50	342,150	M. & N.	May '80 3	South Boston.....50	400,000	J. & J.	July '80 3
Connecticut River.....20	2,100,000	J. & J.	July '80 4	Pennsylvania.....50	68,376,200	M. & N.	May '80 3	Third Avenue (N. Y.).....100	2,000,000	F.M.A.N.	May '79 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	July '80 24	Peoria & Bureau Val.....100	1,200,000	F. & A.	Feb. '80 4	13th & 14th street (Ph.) 50	1,000,000	J. & J.	July '80 4
— 1st pref.....50	241,900	A. & O.	Apr. '80 4	Philadelphia and Erie.....50	6,004,300	J. & J.	July '80 2	22d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
— 2d pref.....50	248,000	A. & O.	Apr. '80 4	— pref.....50	2,400,000	J. & J.	Jan. '78 4	Union (Boston).....100	374,300	J. & J.	Jan. '80 5
Danbury and Cornwall.....50	600,000	quarterly	Mar. '78 14	Phil. Ger. & Norristown.....50	1,075,250	M.J.S.D.	June '80 3	Union (Phila.).....50	400,000	J. & J.	July '80 7
Dayton & Michigan.....50	2,401,528	A. & O.	Apr. '80 14	Philadelphia & Reading.....50	82,738,378	quarterly	Jan. '78 24	West Philadelphia.....50	400,000	J. & J.	July '77 10
— pref.....50	1,211,256	quarterly	Apr. '80 2	— pref.....50	1,551,800	quarterly	July '78 24				
Delaware.....100	1,380,950	J. & J.	July '80 3	Phila. and Trenton.....100	1,259,100	quarterly	July '80 24				
Del. & Bound Brook.....100	1,584,400	quarterly	May '80 11	Phila., Wil. & Balt.....50	11,572,760	J. & J.	July '80 4	Chesapeake & Delaware.....50	1,983,508	J. & D.	June '75 2
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '78 24	Pittab. Ft. W. & Chi.....100	19,714,385	quarterly	July '80 14	Delaware Division.....50	1,833,350	M. & N.	Apr. '80 14
Detroit, Lans. & Nor.....100	1,874,000	annually	Feb. '80 31	— Special Imp.....100	5,504,300	quarterly	July '80 14	Delaware and Hudson.....100	20,000,000	F. & A.	Aug. '78 4
— pref.....100	2,503,300	F. & A.	Feb. '80 31	Pittsfield & N. Adams.....100	460,000	J. & J.	Jan. '80 24	Delaware and Raritan.....100	1,847,400	quarterly	July '80 24
Dubuque & Sioux City.....100	5,000,000	A. & O.	Apr. '80 31	Portland, Saco & Portland.....100	1,500,000	J. & J.	July '80 3	Lehigh Coal & Navigat. 50	10,848,650	J.S.D.M.	Sept. '76 14
East Pennsylvania.....50	1,309,200	J. & J.	July '80 3	Profile and Franconia.....100	2,000,000	J. & J.	Oct. '79 4	Monongahela Navigat. 50	1,003,500	J. & J.	July '79 1
East Mahanoy.....50	392,950	J. & J.	July '80 3	Providence & Worcester.....100	2,630,000	J. & J.	July '80 3	Morris (consolidated).....100	1,026,000	F. & A.	Feb. '78 2
East Tenn. Va. & Ga.....100	4,997,600	J. & J.	July '78 3	Republican Valley.....100	853,000	quarterly	July '80 2	— (preferred).....100	1,175,000	F. & A.	Feb. '78 5
Eastern (Mass.).....100	492,600	J. & D.	June '80 3	Rensselaer & Saratoga.....100	6,000,000	J. & J.	July '80 4	Pennsylvania.....50	3,337,950	—	—
Eastern (N. H.).....100	2,000,000	—	—	Rhode Island & Mass.....100	175,575	J. & J.	Nov. '79 3	Schuyl. Nav. (common).....50	1,908,207	annually	Apr. '79 70c
Eel River.....100	500,000	Sep.	Sep. '79 3	Richmond & Petersb.....100	1,008,000	J. & J.	July '79 2	— (pref.).....50	2,988,977	annually	Apr. '79 140c
Elmira, Jct. & Canand.....100	500,000	M. & N.	May '80 24	Rock. & Genesee Val.....110	555,200	J. & J.	Jan. '79 3				
Elmira & Williamsport.....50	500,000	J. & J.	July '80 24	Rome, Watert. and Ogd.....100	2,998,000	J. & J.	July '78 3				
— pref.....50	1,090,250	quarterly	Mar. '80 14	Rutland preferred.....100	4,168,700	F. & A.	Feb. '78 24				
Erie and Pittsburgh.....100	4,500,000	J. and J.	July '80 3	St. L., Alt. & T. Hante.....100	2,300,000	F. & A.	Feb. '78 2				
Frankfort and Kokomo.....100	500,000	J. and J.	Oct. '79 14	— pref.....100	2,469,400	F. & A.	Feb. '78 2				
Georgia.....100	4,300,000	J. and J.	Aug. '80 3	St. L., I. Mt. & South'n. 100	14,348,950	F. & A.	Feb. '78 2				
Hannibal & St. Jo. pref.....100											

## RAILROAD EARNINGS—MONTHLY.

	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Atchison, Top. &amp; San. Fe: January.</b>												
1876.....	117,417	144,132	180,246	197,996	219,370	186,641	198,861	248,138	266,593	297,958	235,793	2,486,589
1877.....	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,882	335,678	2,679,108
1878.....	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,163	420,591	446,529	438,583	3,950,868
1879.....	314,732	369,107	508,608	546,182	600,000	399,500	456,000	533,000	602,500	759,000	654,500	6,338,417
1880.....	473,500	444,000	668,000	692,000	.....	.....	.....	.....	.....	.....	.....	.....
<b>Burlington, Cedar Rapids and Northern:</b>												
1877.....	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	1,249,880
1878.....	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	1,527,667
1879.....	117,369	97,277	111,924	100,132	116,950	110,179	107,990	123,827	154,795	171,524	147,785	1,534,949
1880.....	184,316	165,170	188,325	141,652	149,504	153,378	.....	.....	.....	.....	.....	.....
<b>Central Pacific:</b>												
1876.....	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,596,154	1,871,876	1,888,066	1,675,532	14,244,317
1877.....	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,906,382	1,855,774	13,544,882
1878.....	1,110,988	980,529	1,228,592	1,529,254	1,590,889	1,393,861	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	14,392,917
1879.....	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,087	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	13,111,000
1880.....	1,223,000	1,038,000	1,350,000	1,374,000	1,731,000	1,752,000	.....	.....	.....	.....	.....	17,098,730
<b>Chicago and Alton:</b>												
1876.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	4,656,764
1877.....	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	521,244	532,868	367,898	4,960,529
1878.....	351,608	335,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	4,464,343
1879.....	301,073	300,187	357,297	335,999	349,883	359,487	433,473	563,379	443,525	486,921	399,378	4,671,519
1879.....	343,737	307,381	327,370	335,394	421,937	447,754	536,843	583,832	628,811	668,163	601,101	5,555,677
1880.....	502,285	459,543	602,624	537,326	602,132	609,255	.....	.....	.....	.....	.....	.....
<b>Chicago and Northwestern:</b>												
1876.....	908,842	854,627	944,450	919,978	1,090,752	1,363,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	9,266,853
1877.....	730,603	723,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	10,069,930
1878.....	1,077,991	1,084,857	1,095,800	1,255,987	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	11,145,555
1879.....	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	13,123,300
1880.....	1,135,000	1,153,800	1,395,000	1,276,000	1,794,700	1,653,000	.....	.....	.....	.....	.....	16,084,779
<b>Chicago, Burl. &amp; Quincy:</b>												
1877.....	876,835	871,768	939,554	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	9,621,499
1878.....	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	10,070,525
1879.....	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	14,381,167
1880.....	1,200,239	1,180,853	1,453,611	1,260,319	1,619,227	1,259,529	.....	.....	.....	.....	.....	14,779,715
<b>Chicago, Mil. &amp; St. Paul:</b>												
1876.....	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	8,054,177
1877.....	375,554	403,852	468,570	514,783	607,141	588,293	555,610	677,050	1,178,999	1,183,134	892,027	8,114,894
1878.....	705,865	666,853	663,640	784,807	798,665	636,447	647,460	522,487	676,368	823,722	809,219	7,165,612
1879.....	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	10,012,820
1880.....	763,000	739,000	901,000	871,000	1,135,000	1,038,000	.....	.....	.....	.....	.....	.....
<b>Clev., Col., Cin. &amp; Ind.:</b>												
1877.....	229,388	252,445	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	2,874,588
1878.....	333,299	215,645	264,426	267,444	269,553	258,344	273,817	322,186	333,278	336,165	336,830	2,777,727
1879.....	238,234	254,332	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	3,758,968
1880.....	392,632	375,619	302,787	281,650	303,906	334,742	.....	.....	.....	.....	.....	.....
<b>Hannibal &amp; St. Joseph:</b>												
1877.....	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,310	211,917	220,000	174,749	1,364,927
1878.....	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	222,720	207,918	1,785,567
1879.....	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	2,533,333
1880.....	169,320	157,566	216,327	200,059	189,125	177,861	.....	.....	.....	.....	.....	1,997,405
<b>Illinois Central:</b>												
1876.....	553,574	577,703	590,004	530,369	606,134	656,135	494,529	600,179	616,292	707,988	575,308	5,328,867
1877.....	460,656	459,123	477,103	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	5,444,543
1878.....	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,336	654,940	625,201	5,993,312
1879.....	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	6,666,065
1880.....	536,657	582,911	619,995	544,470	626,854	643,507	.....	.....	.....	.....	.....	7,234,464
<b>Lake Shore &amp; Mich. South'n:</b>												
1876.....	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,298	1,020,615	1,197,992	1,350,994	1,318,194	1,122,314	10,511,777
1877.....	885,442	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	12,259,503
1878.....	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	11,663,631
1879.....	1,061,882	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	15,421,499
<b>Mo., Kan. &amp; Texas:</b>												
1877.....	237,032	235,308	247,505	221,656	231,307	268,123	253,125	323,347	307,179	329,531	274,184	2,562,021
1878.....	217,029	161,118	236,546	206,756	206,757	207,514	219,326	294,835	330,235	349,596	288,459	2,242,568
1879.....	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	388,086	3,008,088
1880.....	367,327	326,306	355,508	348,275	274,626	307,052	.....	.....	.....	.....	.....	3,343,373
<b>New York, Lake Erie &amp; Western:</b>												
1877.....	1,052,713	1,039,300	3,262,727	1,280,980	1,234,095	1,232,163	1,041,205	1,271,131	1,184,591	1,535,343	1,570,943	14,665,133
1878.....	1,304,019	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,187,691	1,445,929	1,338,272	1,473,532	1,381,391	13,065,755
1879.....	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,935	13,988,244
1880.....	1,296,581	1,252,218	1,644,958	1,643,151	1,592,544	.....	.....	.....	.....	.....	.....	16,509,421
<b>Northern Central:</b>												
1879.....	265,003	273,607	334,166	328,869	317,568	.....	.....	.....	.....	.....	.....	.....
1880.....	334,494	330,860	415,325	396,130	329,788	.....	.....	.....	.....	.....	.....	.....
<b>Philadelphia and Reading:</b>												
1876.....	619,631	553,261	696,430	1,323,978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106
1877.....	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,306,434
1878.....	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,331	810,891
1879.....	900,482	825,154	889,569	999,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780
1880.....	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	.....	.....	.....	.....	.....	.....	13,821,220
<b>St. Louis, I. Mt. &amp; South'n:</b>												
1877.....	377,203	352,407	350,778	287,903	283,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304
1878.....	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195
1879.....	334,029	339,161	353,147	318,196	302,640	281,920	334,800	409,100	587			

## NATIONAL AND STATE SECURITIES.

Marked (*) signifies "Interest not paid."	Amounts outstanding.	Interest.		When Payable.	Marked (*) signifies "Interest not paid."	Amounts outstanding.	Interest.		When Payable.
		Rate.	Payable.				Rate.	Payable.	
National Securities, July 1, 1880.									
Loan of June 14, 1868.....registered	112,365,000	5	Jan. & July.	1874	Maryland (continued):	904,000	6	Jan. & July.	'85-'89 107
Loan of February 8, 1861.....registered	2,900,000	6	Jan. & July.	1880	State Loans (10-15 year) 1872 to 1878...		6	Jan. & July.	'85-'89 107
Oregon War Bonds of March 2, 1861....coupon	742,450	6	Jan. & July.	1881	Massachusetts—(\$31,800,430):				
Loan of July 17, and Aug. 5, 1861....registered	115,837,550	6	Jan. & July.	1881	Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883
Loan of March 3, 1863.....registered	41,419,550	6	Jan. & July.	1881	Defenses and Bounty (1864) loans, sig.	8,380,244	5	May & Nov.	1894 108
Loan of March 3, 1863.....coupon	49,185,500	6	Jan. & July.	1881	War Loan, (1869) sig.....	6,873,453	5	Jan. & July.	1889
Loan of March 3, 1864.....registered	13,017,350	6	Jan. & July.	1881	Troy & Greenfield R.R. bonds, '58 to '65.	7,066,130	5	"	'88-'93
Loan of March 3, 1864.....coupon	294,586,400	6	Mar. & Sept.	1904	Troy & Green. R. R. bonds, 1871 to '75.	2,000,000	5	April & Oct.	'91-'96
Loan of March 3, 1865.....registered	171,107,350	6	Jan. & July.	1904	Southern Verm. R. R. bonds, 1860, gold	2,599,024	5	"	1890
Loan of March 3, 1865.....coupon	78,892,650	6	Jan. & July.	1887	B. H. & Erie R. R. Loan, 1868 and 1869.	220,000	5	Jan. & July.	1890
Loan of March 3, 1865.....registered	210,372,850	6	Jan. & July.	1887	Back Bay Land bonds, 1861 and 1862...	700,000	5	May & Nov.	1880
Loan of March 3, 1865.....coupon	1,967,030	6	Jan. & July.	1888	Harbor Improv. (5-20) bonds, 1874 & '76	3,742,380	5	Jan. & July.	'94-'98
Funded Loan July 14, 1870.....registered	190,278,460	5	F. M. A. & N.	1881	State Institution bonds, 1874 to 1877 gld.		5	Various.	'94-'98
Loan of July 14, 1870.....coupon	171,107,350	5	F. M. A. & N.	1881	Michigan—(\$226,000):				
Loan of July 14, 1870.....registered	78,892,650	5	F. M. A. & N.	1881	Two Million Loan bonds, 1863.....	501,000	6	Jan. and July.	1883
Loan of July 14, 1870.....coupon	210,372,850	5	F. M. A. & N.	1881	War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890 106
Refunding certificates of Feb. 23, 1879.....	14,000,000	4	M. J. S. & D.	1891	Minnesota—(\$2,575,000):				
Navy Pension Fund of July 23, 1863.....(cur.)	7,621,455	4	M. J. S. & D.	1891	State Buildings Loan bonds, 1869 & 1873.	370,000	7	Jan. & July.	'79-'83
Debt matured and without interest.....(var.)	383,800,815	4	J. A. J. & O.	1907	Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887
Debt bearing no interest.....	64,623,512	6	J. A. J. & O.	1907	Missouri—(\$10,817,000):				
Pacific R. R. Bonds (registered).....(currency)		6	J. A. J. & O.	1907	State Debt Proper, 1865 and 1866.....	439,000	6	Jan. & July.	1883 103
State Securities, latest dates.									
Alabama—(\$12,400,000):					Consolidation bonds, 1865.....	2,727,000	6	"	1883 104
Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1908 59	State Institutions, etc. bonds, 1872 to '74	401,000	6	"	1892 106
Substitution (B) bonds; R. R. do.....	596,000	5	"	1908 93	Funding Bonds, 1874.....	1,104,000	6	"	1894 111
Substitution (C) bonds; Ala. & Ch. R. R.	1,000,000	2	"	1908 78	R. R. new (Act, March 29, 1875).....	4,350,000	6	"	'95-'97 108
Funded obligations, July 1, 1874.....	1,000,000	8	"	1884 40	Railroad Aid (1864-1869) Bonds.....	7,796,000	6	"	'89-'90 108
Arkansas—(\$14,211,128):					Han. & St. Jo. R. R. Loans (renewals,	8,000,000	6	"	'87-'96 105
Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899 25	Nebraska—(\$649,287):				
Levee Warrants or bonds of 1871.....	1,986,773	7	"	1900	State (Act Feb. 7, 1877) bonds.....	549,287	8	April & Oct.	1897
Ten-year (act of May, 1874) bonds.....	258,300	10	"	1884	Nevada—(\$540,000):				
Sinking-fund (act of Dec. 1874) bonds...	375,000	6	"	1884	State Bonds, 1871.....	180,000	10	Various.	'81-'82
Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900 51	Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887
California—(\$3,394,500):					New Hampshire—(\$3,573,550):				
Refund bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89 110
State Capital bonds, 1870 & 1872, gold...	500,000	7	"	1885	Municipal Equalization bonds, 1872.....	2,206,100	6	"	'92-'05 115
Funded Debt bonds, 1872, gold.....	2,801,000	6	"	1883	State bonds, 1873.....	500,000	6	"	'79-'80
Connecticut—(\$4,967,650):					New Jersey—(\$2,076,300):				
War Loan bonds (30-yr), cou. & reg.....	877,000	6	Jan. & July.	1883 105	War Loan (tax free) bonds, 1861-1865...	1,500,000	6	Jan. & July.	'80-'90
War Loan bonds (30-yr), cou. & reg.....	1,315,550	6	"	1884	War Loan (taxable) bonds, 1864.....	595,400	6	"	'91-'02
War Loan bonds (30-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	New York—(\$9,276,000):				
Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93
Delaware—(\$1,119,000):					Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892 120
State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	North Carolina—(\$24,098,545):				
District of Columbia—(\$22,713,100):					Refunded (Act Feb. 1879) bonds.....	5,378,200	4	"	1900 63
Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	Railroad & Improvement (old) bonds.	2,359,000	6	J. A. J. & O.	'79-'98 23
Improvement (cur.) bonds, 1873.....	970,000	6	"	1891	Railroad & Improvement (new) bonds	3,888,600	6	"	'71-'98 17
Funding bonds, 1874, (guar. by U. S.)...	13,743,250	145	Feb. & Aug.	1924 93	Funding (new) bonds.....	11,386,000	6	"	'98-'00
Washington Funding, gold, 1872.....	680,000	6	May & Nov.	1902	Special tax bonds.....	11,386,000	6	April & Oct.	'98-'99 24
Washington Funding, gold, 1873.....	1,160,000	6	Jan. & July.	1892	Ohio—(\$6,472,640):				
Florida—(\$6,279,100):					Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881 103
Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	Reg. (1866) Loans, pay. after Jan. '86..	2,400,000	6	"	1886 112
Consolidated (gold) bonds, 1873.....	628,100	7	"	1903	Oregon—(\$317,491):				
Unconsolidated (gold) bonds, 1873.....	200,000	6	"	1903	War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84
Railroad Loan bonds, 1870, gold.....	4,000,000	8	"	1890	Pennsylvania—(\$23,288,850):				
Georgia—(\$16,197,300):					Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902
Atl. & Gulf R. R. bonds, 1858-68.....	800,000	6	Feb. & Aug.	'81-'86 100	Registered (15-25 year) bonds, tax free.	2,000,000	4	"	1904
W. & A. R. R. Renewal bonds, 1866.....	3,600,000	7	Jan. & July.	1888	Con. & Reg. (1862) bonds, part 4, gold.	472,000	5	Jan. & July.	1882
Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880 114	Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92
State bonds, (Act Jan. 18, 1873).....	307,500	7	Jan. & July.	1892	Registered stock (1867) Loan.....	814,350	5	"	'77-'92 115
Funding bonds, (Act Feb. 19, 1873).....	800,000	6	April & Oct.	'75-'86	Rhode Island—(\$2,544,000):				
Funding Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896 109	War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83
Exchange (endorsed bonds) 1877.....	2,298,000	6	"	1889	War Loan bonds, 1863 and 1864.....	1,360,000	6	Various.	'82-'84 112
Funding (1879) bonds.....	500,000	4	January.	1885	South Carolina—(\$.....):				
Illinois—(\$808,742):					*State House Stock (1856-61) gold.....	239,172	6	Jan. & July.	'77-'86
Refunded Stock bonds, 1847.....	357,442	6	Jan. & July.	1880	*State House Bonds (1853-54).....	192,000	6	"	'71-'80
Chicago Relief bonds, 1871.....	250,000	6	"	1881	*Funding bonds and stock (1866) gold.	238,933	6	"	'87-'97 15
Indiana—(\$4,614,783):					*Blue Ridge R. R. bonds (1854) gold.....	469,000	6	"	'75-'77
Loan (1876) bonds.....	200,000	6	June & Dec.	1879	*Funding bills receivable (1868) gold....	72,000	6	April & Oct.	1888 15
Loan (1879) bonds.....	510,000	6	April & Oct.	'84-'89	*Funded Interest (1868) gold.....	149,000	6	"	1888
Iowa—(\$300,000):					*Funded Bank bills (1863) gold.....	242,350	6	Jan. & July.	1888 15
War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	*Conversion stock and bonds (1869) gold	451,000	6	"	1889
Funding, etc., bonds, 1861 to 1869.....	101,175	6	"	'83-'84	*Land Commission bonds ('69-'79) gold	13,000	6	"	'89-'90 40
Coupon bonds, 1861 to 1875, various.....	739,000	7	Jan. & July.	'79-'99	*Fire Loan (1835) bonds, sig.....	481,944	6	J. A. J. & O.	1868
Military Loan bonds, 1864 to 1839.....	299,000	7	"	'84-'99	*Fire Loan Stock, 1838, gold.....	181,780	6	"	1868
Louisiana—(about \$15,000,000):					*Relief (State Treasury) bonds, 1869...	7,000	7	Jan. & July.	1883 15
Consols (Act Jan. 24, 1871).....	11,777,100	7	Jan. & July.	1914 46	*Reduction Public Debt stock 1873)...	241,267	6	"	1883
Loan to N. O. & F. R. R. ('78) \$2,000,000	108,000	6	Various.	'95-'07 20	*Consolidated bonds, 1873.....	4,023,000	6	"	1883
Levee (Act, 1865 and 1870) bonds.....	112,200	6	Various.	1886 20	*Consolidated stock, 1873.....	149,284	6	"	1898
Levee (Act, 1877) bonds.....	450,000	6	Various.	var. 20	*Railroad bond endorsements.....	4,707,608	var	Various.	var.
Various bonds (\$182,000 not fundable)	12,000	7	Mar. & Sept.	1909 30	Tennessee—(\$24,111,500):				
Centenary (1869) bonds.....	190,000	7.5	Mar. & Sept.	1899	Funding (new) bonds, 1873, coupon...	4,867,000	6	Jan. & July.	1914 27
Various bonds (\$150,000 not fundable)	260,000	7.5	Mar. & Sept.	1899	Funding (new) bonds, 1873, registered.	14,655,000	6	"	'75-'90 25
Mex. & Mex. Gulf Canal bonds (not F)	2,500,000	8	April & Oct.	1911	Funding (new) bonds, 1873, registered	292,500	5	"	'75-'90
Loan to N. O. Mob. & Tex. R. R. (n. f.)	876,000	8	"		Texas—(\$4,939,974):				
Endorsements for N. O. M. & T. (n. f.)					Funded (1872) State Debt bonds.....	75,000	6	Various.	1891
Maine—(\$5,248,000):					Frontier Defense, 1871, (20-40c) gold...	697,000	7	Mar. & Sept.	1911
War and Bounty Loan bonds, 1863.....	398,000	6	Mar. & Sept.	1883 105	Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892
Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1889 100	Funded debt bonds, 1874, (gold).....	1,000,000	7	"	1904
Bounty Loan bond 1864.....	2,330,000	6	June & Dec.	1889 113	Veteran Pension (1874) bonds.....	1,353,000	10	"	1894
Municipal War Equalization bonds, '65	2,836,900	6	April & Oct.	1889	Redemption bonds, 1876, gold.....	1,564,000	6	"	1906
Maryland—(\$11,326,676):					Vermont—(\$137,000):				
Loans to Railroads & Canals, sig.....	4,612,555	5	Jan. & July.	1890	War Loan bonds, 1862.....	137,000	6	June & Dec.	1890
Loans to Railroads and Canals.....	186,684	5	Various.	'80-'90	Virginia—(\$52,073,047):				
Loan (1889) to Balt. & Annap. R. R.	2><								

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$40,000	7	Jan. & July.	New York.	1888	....	1st Mort. guar. by State (gold).....	4,000,000	7	Jan. & July.	Charleston.	1896	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.....	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	127
Receiver's Bonds.....	1,300,000	7	.....	"	.....	....	Loan of 1875.....	2,000,000	6	Jan. & July.	"	1896	112
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	98
Alabama Central:							1st Mortgage (Equalization).....	300,000	7	"	"	1886	....
1st Mortgage.....	1,800,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation).....	252,000	7	"	"	1890	107
Albany and Susquehanna:							Equipment Mortgage.....	570,000	8	Apr. and Oct.	"	1881	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	115	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1886	108	Sinking Fund Mortgage.....	202,000	6	Jan. and July.	Boston.	1880	....
3d Mortgage.....	253,000	7	May & Nov.	"	1881	....	1,224,000	7	Apr. and Oct.	Boston.	1895	105	
Albany Loan.....	833,000	6	"	"	1885	....	Consol. Mortgage for \$2,000,000.	367,200	6	"	"	1890	....
Consol. M. (guar. by D. & H. Co.)	1,498,000	7	April & Oct.	"	1900	113	Boston, Hartford and Erie:						
Alexandria and Fredericksburg:							1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (Burdell).....	15,000,000	7	Jan. and July.	New York.	1900	44
Allegheny Valley:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	....
General Mortgage.....	4,300,000	7.3	Jan. & July.	New York.	1896	119	Mass. L. (Sec'd by \$4,000,000 Ber.)	3,600,000	7	"	Boston.	1899	....
Special Mortgage to Penn.....	8,000,000	5	January.	Harrisburg.	....	....	Boston and Lowell:						
1st M., E. Ext. guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	108	Bonds (Wharf Purchase).....	300,000	6	Apr. and Oct.	Boston.	1879	....
Funding Income (traffic guar.)	6,986,300	7	"	Pittsburgh.	1894	29	Bonds of 1871 for \$1,000,000.....	999,500	7	Mar. and Sept.	"	1892	11
American Central:							Bonds of 1875.....	500,000	6	Jan. and July.	"	1894	....
1st Mort. guar. by C., B. & Q.	384,000	7	Jan. & July.	New York.	1878	....	Bonds of 1876.....	756,000	7	Mar. and Sept.	"	1896	107
Androscoquin:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1893 (coup. and reg.)..	3,500,000	7	Jan. and July.	Boston.	'92-'94	121
Arkansas Central (narrow gauge):							Boston and New York Air Line:						
1st Mortgage.....	1,300,000	7	Jan. & July.	Lond. or Ama.	1891	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1905	37
Ashtabula, Youngstown & Pitts.:							Boston and Providence:						
1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1901	....	Bonds to purchase P., W. & B. R. d.	800,000	7	Jan. and July.	Boston.	1893	....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Brunswick and Albany:						
Atchison and Nebraska:							1st Mort. (gold) end. by G. atax fr.	3,430,000	6	Apr. and Oct.	New York.	1900	....
1st Mortgage.....	1,125,000	7	March & Sept.	Boston.	1903	114	2d Mort. sinking fund gold.....	2,350,000	7	"	"	1903	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1899	115	General Mortgage.....	250,000	7	May & Nov.	Philadelphia.	1909	....
Land Grant Mortgage (gold).....	3,115,500	7	April & Oct.	Boston.	1900	116	Buffalo, Chat. L. and Pittsburg:						
1st Mort. (Wichita B. & P. R. R. guar.	412,000	7	Jan. & July.	"	1902	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1896	....
Pottawatomie Land Grant.....	7	May & Nov.	N. Y. or Bos.	1879	....	....	Buffalo and Erie:						
Consol. Second Mort. (gold).....	3,500,000	7	April & Oct.	"	1903	119	Mort. bonds (ass'd by L. & M. S.)	200,000	7	Jan. and July.	New York.	1882	....
Land Income bonds.....	480,000	8	Jan. & July.	Boston.	1883	100	Mort. bonds ( " " )	300,000	7	March & Sept.	"	1886	....
Atlanta and Charlotte Air Line.							Mort. bonds ( " " )	2,844,000	7	Apr. and Oct.	"	1898	120
1st Mortgage (registered).....	4,350,000	7	Jan. & July.	New York.	1907	90	Buffalo and Southwestern:						
Atlantic and Great Western:							Mortgage.....	1,500,000	6	.....	New York.	1902	....
1st Mortgage (gold).....	14,922,300	7	Jan. & July.	N. Y. or Lond.	1902	....	Buffalo, New York and Erie:						
2d Mortgage (gold).....	10,173,679	7	March & Sept.	"	1902	....	1st Mortgage Renewal Bonds.....	2,380,000	7	June & Dec.	New York.	1916	119
3d Mortgage (gold) Income.....	28,783,000	7	May & Nov.	"	1902	....	Buffalo, New York & Phila.:						
Atlantic and Gulf:							1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	2d Mortgage for \$1,000,000.....	548,500	10	"	"	1893	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	"	1888	....	Burlington, Cedar Rapids & Nor.:						
2d Mortgage (S. Ga. & Fla. R. R.)	300,000	7	"	"	1889	....	1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	91
Atlantic and Lake Erie:							1st Mort. (Minn. & St. Louis).....	150,000	7	Jan. & July.	"	1911	....
1st Mort. (gold) for \$5,000,000.....	.....	7	Jan. & July.	New York.	1901	....	Burlington and Missouri River:						
Atlantic, Miss. and Ohio (428 m.):							Land and R. R. Mortgage.....	4,638,250	7	April & Oct.	N. Y. & Bos.	1893	114
1st Mortgage for \$15,000,000.....	5,470,000	7	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	.....	8	April & Oct.	N. Y. & Bos.	1879	....
2d Mort. to State (no int. till '80).	4,000,000	.....	"	"	....	....	Stock (common) Bonds.....	278,000	8	Jan. & July.	"	1894	....
Atlantic and Pacific:							Stock (common) Bonds.....	370,500	8	"	"	1880	....
Land Mortgage gold bonds.....	2,820,000	6	Jan. & July.	New York.	1888	....	Burlington and Mo. Riv. in Neb.:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6	May & Nov.	"	1891	....	1st Mortgage convertible.....	5,077,000	8	Jan. & July.	N. Y. & Bos.	1894	....
1st Mort. (So. Pac. R. R. assumed)	7,188,500	6	Jan. & July.	"	1886	....	Bonds convertible until 1892.....	370,000	8	"	Boston.	1883	....
1st Mort. (Central Div.) gold.....	1,190,000	6	May & Nov.	"	1891	....	Consolidated Mortgage.....	7,006,400	6	"	Boston.	1910	....
1st Mort. (Central Div.) L. G. ....	794,000	.....	"	"	1901	....	Burlington and Southwestern:						
Equipment Bonds.....	783,000	10	June & Dec.	"	1883	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Income Bonds (for funding).....	529,800	6	"	"	1883	....	Cairo and Fulton (Arkansas):						
Land Debentures.....	300,000	10	J. A. J. & O.	"	1884	....	1st Mort. (R. R. and lands) S. F.	8,000,000	7	Jan. & July.	New York.	1901	110
Atlantic and St. Lawrence:							Cairo and St. Louis (3 ft. gauge):						
Sterling bonds (not Mort.) of 1853.	484,000	6	May & Nov.	London.	1878	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
2d Mortgage (sterling) of 1884.....	1,500,000	6	April & Oct.	"	1884	....	Cairo and Vincennes:						
3d Mortgage (sterling) of 1871.....	713,000	6	May & Nov.	"	1891	....	1st Mortgage, gold.....	3,500,000	7	April & Oct.	N. Y. & Lond.	1900	....
Portland City Bonds, 1st M., S. L.	787,900	6	"	Portland.	1886	....	2d Mortgage.....	1,500,000	7	Jan. & July.	"	1898	....
Bald Eagle Valley:							California Pacific:						
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1889	....
2d Mortgage.....	100,000	7	"	"	1884	....	Extension, or 2d Mortgage.....	3,500,000	7	"	"	1880	....
Baltimore and Ohio:							2d Income, or double track b'ds	1,000,000	6	Jan. & July.	.....	1891	....
Loan of 1850-'50.....	579,500	6	Jan. & July.	Baltimore.	1880	102	Oamden and Amboy:						
Loan of 1853-'58.....	1,710,000	6	April & Oct.	"	1885	103	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	106
Loan of 1855-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....	Loan of 1889.....	864,000	6	June & Dec.	Princeton.	1889	106
Loan of 1870-'95 (atg.) skg fund.	3,273,956	6	March & Sept.	London.	1896	....	Mortgage Loan of 1893.....	5,000,000	6	May & Nov.	Philadelphia.	1889	113
Loan of 1872-'102 (atg.) S. F.	9,029,352	6	"	"	1902	....	Sterling Loan, S. F. (\$200,000).	1,386,080	6	Feb. & Aug.	London.	1890	....
Loan of 1874-'1010 (atg.) S. F.	9,464,500	6	May & Nov.	"	1910	....	Oamden and Atlantic:						
Baltimore and Potomac:							1st Mortgage.....	480,000	7	Jan. & July.	Philadelphia.	1893	....
1st Mort. (Tunnel) gold guar.....	1,500,000	6	Jan. & July.	Baltimore.	1911	....	2d Mortgage.....	497,000	8	April & Oct.	"	1899	107
1st Mortgage (R. R.) gold guar.....	3,000,000	6	April & Oct.	"	1911	....	Oamden and Burlington Conn.:						
Bangor and Piscataquis:							Consolidated 1st Mortgage.....	250,000	8	Feb. & Aug.	Philadelphia.	1897	108
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Canada Southern:						
1st Mort. (Bangor loan) extens'n	130,000	7	"	"	1901	....	1st Mort. (skg fd.) for \$9,000,000	9,000,000	7	Jan. & July.	New York.	1906	83
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. M. R. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	2d Mort. guar. by W. Jersey R. R.	400,000	7	April & Oct.	Camden.	....	....
Bedford and Bridgeport:							Carbondale and Shawneetown:						
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	....	1st Mortgage.....	200,000	7	Jan. & July.	.....	1902	....
Belfast and Mooshead Lake:							Carolina Central:						
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1925	....
Bellefonte and Snow Shoe:							2d Mortgage—Income Bonds.....	3,000,000	7	April & Oct.	"	1914	....
1st Mortgage.....	99,000	6	.....	Philadelphia.	1883	....	Carthage and Burlington:						
Bellefonte and Indiana:							1st Mort. guar. by G., B. and Q.	200,000	8	May & Nov.	New York.	1879	....
1st Mort. ass'd by C. C. & L.	453,000	7	Jan. & July.	New York.	1899	....	Catawissa:						
Belleville and Southern Illinois:							1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1883	....
1st Mort. guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116	1st Mortgage (new).....	1,300,000	7	"	"	1900	114
Beiot and Madison (C. & N. W.):							Chattell Mortgage.....	300,250	6	May and Nov.	"	1899	....
1st Mortgage (guaranteed).....	284,000	7	Jan. & July.	New York.	1888	....	Cayuga Lake:						
Belvidere and Lawrence:							1st Mortgage.....	800,000	7	June and Dec.	New York.	1901	....
1st Mortgage (guar. by C. & )	1,000,000	6	June & Dec.	New York.	1902	112	Caenovia and Canastota:						
2d Mortgage..... A. Co. and	499,500	6	March & Sept.	Philadelphia.	1886	108	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
3d Mortgage (Penn. R. R. Co.)	746,000	6	Feb. & Aug.	"	1897	104	Cedar Falls and Minnesota:						
Bingham Canyon and Camp Floyd:							1st Mort. (O. F. to Waverly).....	90,000	7	April & Oct.	New York.	1884	109
1st Mortgage.....	260,000	8	Jan. & July.	.....	1902	....	1st Mort. (W. to Minn. L. & N.)	1,840,000	7	Jan. & July.	"	1907	....

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oedar Rapids & Mo. Riv. (C. & N.W.):							Chicago, Iowa and Nebraska:						
1st Mortgage, 1st Div. \$10,000 p.m.	975,000	7	Feb. & Aug.	New York.	1891	112	2d Mort. (now 1st) guar. C. & N.W.	100,400	7	Jan. & July.	Boston.	1888	....
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	"	"	1894	111	3d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	"	1916	114	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular).	1,800,000	7	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).	1,000,000	6	May & Nov.	New York.	1895	....	1st Mort. 2d series ( " )	2,000,000	7	"	"	1900	....
2d Mortgage Govern'm't. st. aid.	1,000,000	6	Jan. & July.	"	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7	"	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.)	540,000	7	Feb. and Aug.	"	1881	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage	12,000,000	6	"	"	1903	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7	Jan. & July.	New York.	1899	....	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	928,000	7	April & Oct.	"	1901	....	1st Mortgage	490,000	8	March & Sept.	Boston.	1889	....
Central of L. I. (Flush. N.C. & C.):							1st Mortgage	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage	1,375,000	7	May & Nov.	New York.	1889	....	1st Mortgage	1,350,000	8	May & Nov.	"	1891	....
Central of New Jersey:							1st Mortgage (on Brn-h.)	1,325,000	8	March & Sept.	"	1892	....
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	103	Chicago, Milwaukee and St. Paul:						
1st Mortgage	5,000,000	7	Feb. & Aug.	"	1890	119	1st Mort. (La Crosse Division).	6,000,000	7	Jan. & July.	New York.	1893	114
Newark Branch Bonds	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1903	114
Adjustment Mortgage	5,550,000	7	May & N. v.	New York.	1903	107	1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	"	"	1908	108
Inc. bonds, reg., not cumulative	2,450,000	7	"	"	1908	80	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	113
Consol. Mort. for \$25,000,000....	15,000,000	7	J. A. J. & O.	"	1899	103	1st Mort. (Minnesota Central.)	183,000	7	"	"	1894	....
Central Ohio (B. and O.):							1st Mort. (St. Paul Division.)	4,000,000	7	"	"	1902	119
1st Mortgage guaranteed	2,800,000	6	March & Sept.	Baltimore.	1890	110	1st Mort. (Iowa and Dak. Div.)	377,000	7	"	"	1899	113
Central Pacific of California:							1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	132
1st Mort., 30 years bonds, (gold).	25,883,000	6	Jan. & July.	New York.	'95-'98	112	2d Mort. ( " )	1,315,000	7.5	"	"	1898	119
Convertible 20 years bonds, gold	1,453,000	7	"	"	1883	102	1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	"	1902	107
State Aid B'ds (Int. by State) gold	1,500,000	7	"	Sacramento.	1884	105	1st Mort. (Mil. and Western)	219,000	7	Jan. & July.	"	1891	....
2d Mort. (Govern'm't. Subsidy)	27,565,680	6	"	U.S. Treasury.	'95-'99	....	1st Mort. (Southwestern Div.)	4,000,000	6	"	"	1907	103
1st Mort. (Western Pacific) gold	2,738,000	6	"	New York.	1899	101	1st Mort. (La C. & Dav. Div.)	1,785,000	6	"	"	1919	....
1st Mort. (Calif. & Oregon) gold	3,000,000	6	"	"	'88-'92	103	2d Mortgage	498,000	7	April & Oct.	"	1884	....
1st Mort. (S. Fr. & Okla. & Ala.)	600,000	8	"	"	1890	....	Consol. Mort. for \$35,000,000....	8,433,000	7	Jan. & July.	"	1905	111
1st Mort. (San Joaquin V.D.) gold	6,050,000	6	April & Oct.	"	1900	108	Chicago and Northwestern:						
Land bonds (Cen. Pac. Co.) gold	8,704,000	6	"	"	1890	105	Preferred sinking fund (193 m.)	972,200	7	Feb. & Aug.	New York.	1885	107
Central Vermont:							General 1st Mortgage (193 m.)	3,440,400	7	"	"	1886	110
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	111	Funded coupons (193 m.)	975,400	7	May & Nov.	"	1883	106
2d Mort., Consol. ( " )	1,500,000	7	June & Dec.	"	1891	....	Appleton Ext. (23 m. & 76,000 ac.)	116,000	7	Feb. & Aug.	"	1886	108
1st Mort. (Stam., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	28	Green Bay Ext. (26m & 76,000 a.)	180,000	7	"	"	1882	....
Income and Extension Bonds	1,008,600	8	May & Nov.	"	1902	35	1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	"	"	1906	....
Equipment Mort. (Vt. Central)	1,000,000	8	"	"	'76-'77	39	1st Mort. (Menominee River)	400,000	6	Jan. & July.	"	1884	....
Equipment Mort. ( " )	1,000,000	8	"	"	1889	40	Mississippi River Bridge	168,000	7	"	"	1898	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....	1st Mortgage (Peninsula)	272,000	7	March & Sept.	"	1915	124
Missisquoi R.R. ( " )	600,000	7	"	"	1891	38	Consol. skg fund (C. & N.W.R'y)	5,198,000	7	F. M. A. & N.	"	1902	118
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	General Consol. Gold Bonds	12,843,000	7	June & Dec.	"	1911	....
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	"	1911	....
1st Mortgage guar. by State	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	"	1898	....
Funded Interest on 1st Mort.	157,400	7	"	"	1889	....	1st Mort. (Chic. & Mil. R.W.) guar.	1,700,000	7	Jan. & July.	"	1898	....
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	247,000	7	"	"	1888	....
1st Mortgage	1,810,500	7	Jan. & July.	New York.	1895	107	Chicago and Paducah (C. B. & Q.):						
2d Mortgage	500,000	7	April & Oct.	Baltimore.	....	95	1st Mortgage \$26,000 p. m. gold.	2,304,000	7	Jan. & July.	Boston.	1903	....
Chattanooga:							Chl., Pekin & Southw'n (C.B. & Q.):						
1st Mort., guar. by Penna.	500,000	7	April & Oct.	Philadelphia.	1901	109	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Oberon and Darlington:							Chicago, Rock Island and Pacific:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage skg. fund	124,000	7	Jan. & July.	New York.	1896	....
2d Mortgage dated Jan. 1, 1869.	76,000	7	Jan. & July.	"	1888	....	New Mort. bonds for \$12,500,000	9,965,000	6	Jan. & July.	"	1917	120
Cherry Valley, Sharon and Alb.							Chl. & Southw'n (C. B. & Q.)						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mort. gold, tax free, guar.	5,000,000	7	May & Nov.	New York.	1889	....
Chesapeake and Ohio:							1st Mortgage gold (Atchafalpa Br.)	1,000,000	7	June & Dec.	"	1901	....
1st Mort. gold "B"	15,000,000	6	May & Nov.	New York.	1906	68	Chicago and Superior:						
2d Mortgage	10,000,000	6	Jan. & July.	"	1918	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1890	....	Chillicothe and Brunswick:						
2d Mort. ( " ) coupon	918,000	6	"	"	1884	....	1st Mort. guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Income ( " ) coupon	300,000	8	"	"	1878	....	Cincinnati, and Baltimore:						
Funded Interest, coupon	180,500	8	"	"	1877	....	1st Mort. guar. by B. & O. & M. & C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Chesapeake (no Mort.)	830,900	6	Jan. & July.	Boston.	'80-'86	101	Cincinnati, Hamilton and Dayton:						
Chester Creek (Phil. & Balt. Cent.):							1st Mortgage of 1863	1,248,000	7	May & Nov.	New York.	1880	....
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1908	....	2d Mortgage of 1865	494,000	7	Jan. & July.	"	1885	....
Chester and Tamarac:							Consol. B. F. M. for \$3,000,000.	996,000	7	April & Oct.	"	1905	....
1st Mortgage	690,000	7	May & Nov.	New York.	1901	....	Cincinnati, Ham. & Ind. (C. H. & D.):						
Chicago and Alton:							1st Mort., guar. for \$2,500,000	2,500,000	7	Jan. and July.	New York.	1903	....
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1898	117	Cincinnati, Lafayette and Chi.						
2d Mortgage Income	1,100,000	7	April & Oct.	"	1883	105	1st Mortgage	1,120,000	7	March & Sept.	New York.	1901	100
Sinking Fund Gold Bonds	3,000,000	6	May & Nov.	"	1908	108	Consolidated Mortgage	471,000	7	June & Dec.	"	1914	....
Consol. Bonds (\$200 stg. each).	4,279,880	6	Jan. & July.	London.	1903	....	Cincinnati and Martinsville:						
1st Mort. (St. L. & C.) assumed	664,000	7	April & Oct.	New York.	1894	112	1st Mort., guar. by L. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
2d Mort. ( " )	168,000	7	Jan. & July.	"	1898	....	Cincinnati & Muskingum Valley:						
1st Mort. (Louisiana and Mo.)	1,881,000	7	Feb. & Aug.	"	1900	114	1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Chicago, Burlington and Quincy:							Cincinnati, Richmond & Chicago:						
Trust Mortgage skg fund	3,570,000	8	Jan. & July.	New York.	1888	109	1st Mortgage guar. by C. H. & D.	500,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage, skg fund conv.	160,000	8	"	"	1888	....	2d Mortgage	65,000	7	"	"	1889	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	"	1890	....	Cinc. Rich. & Ft. Wayne (G.R. & I.):						
Loan of 1872	1,462,478												

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):	\$						Detroit & Bay City (Mich. Cent.):	\$					
Construction and Equip. bonds.	600,000	6	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.).....	2,230,000	8	May and Nov.	New York	1902	75
4th (now 3d) Mortgage guar.....	1,096,000	7	"	"	1892	112	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	"	1900	120	1st Mortgage for \$22,000 p.m....	1,064,000	8	Jan. & July.	New York	1891	....
Clev., Painesville & Ashtabula:							2d Mortgage.....	600,000	7	May and Nov.	"	1898	....
Regist'd b'ds(ass'd by L&M.S.)	1,000,000	7	Jan. & July.	New York.	1890	....	Detroit, Hillsdale and Indiana:						
3d Mortgage ("")	1,000,000	7	April & Oct.	"	1892	115	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	"	1881	....
1st Mort., a.f.(ass'd by L&M.S.)	1,595,000	7	Jan. & July.	New York.	1885	168	Detroit, Lansing and Northern:						
2d Mortgage ("")	849,000	7	April & Oct.	"	1886	117	1st Mortgage.....	2,268,000	7	Jan. & July.	Boston.	1907	113
Celebrookdale:							1st Mort. (Ionia and Lansing)...	770,000	8	"	New York.	1889	....
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....	2d Mort. ("")	81,000	8	May & Nov.	"	1890	....
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....	1st Mortgage, (D. & M.R.).....	2,500,000	7	May & Nov.	New York	1879	....
Columbus, Chicago & Ind. Cent.:							2d Mortgage ("")	1,000,000	8	"	"	1875	....
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	88	1st Funded Coup. (D. & M.R.)...	625,924	7	Jan. & July.	"	1875	....
2d Mortgage skg fund.....	8,992,000	7	Feb. & Aug.	"	1909	52	2d Funded Coup. ("")	375,794	7	May & Nov.	"	1876	....
Income convertible.....	3,347,000	7	"	"	1900	434	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
1st Mort. (Chic. and Gt. Eastern)	451,000	7	April & Oct.	"	1890	....	2d Mort. ("")	100,000	7	Jan. & July.	"	1878	....
2d Mort. ("")	341,400	7	Jan. & July.	"	1890	....	3d Mort. ("")	250,000	8	Feb. & Aug.	"	1846	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	Bonds of Sept. 1, 1896.....	110,000	7	March & Sept.	"	1886	....
1st M., a.f. ("")	23,650	7	May & Nov.	"	1893	....	Bonds of June 30, 1896.....	1,702,317	647	Jan. & July.	"	1885	....
1st M. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mort. ("")	821,000	10	May & Nov.	"	1904	....	1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1906	124
1st M. (Col. & Ind.) 1st & 2d pref.	209,500	7	Jan. & July.	"	1883	....	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Cent.)	606,500	7	"	"	1882	....	1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Tol. Logansport & Bur.)	531,000	7	Feb. & Aug.	"	1884	....	Dubuque and Sioux City:						
Income ("")	74,024	7	"	"	1905	....	1st Mortgage 1st div.....	295,000	7	Jan. & July.	New York.	1883	104
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	"	1905	....	1st Mortgage 2d division.....	680,000	7	"	"	1894	....
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1893	....
Columbus and Hocking Valley:							1st Mortgage, preferred.....	78,500	7	Jan. & July.	"	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	"	1880	....	1st Mortgage (gold).....	1,300,000	7*	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	"	"	1892	....	Dutches and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1885.....	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
New Mortgage for \$1,500,000....	1,223,500	7	April & Oct.	Boston.	1893	111	East Brandywine & Waynesboro:						
Coupon Notes.....	123,000	7	June & Dec.	"	1891	....	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1888	....
1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	"	1889	....	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	112
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York	1900	164
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.....	190,000	4	"	"	1887	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bos.	1900	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	"	"	1876	....
1st Mort. ABCD & R \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1884	111	Company Bonds ("") new	136,400	6	"	"	1876	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	100
Cowanesque Valley:							Loan of 1887.....	.....	7	"	"	1887	....
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....	Loan of 1888.....	.....	6	"	"	1888	....
2d Mortgage.....	190,000	7	May & Nov.	"	1882	....	Loan of 1889.....	.....	6	May & Nov.	"	1889	....
Cumberl'd & Penn. (Consol. Coal):							Ten year coupon notes.....	.....	7	"	"	1882	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes.....	.....	7	"	"	1882	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	"	1883	....	Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Cumberland Valley:							Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Certif. of Indeb. Sept. 1, 1870	13,851,500	44*	"	Boston.	1906	78
2d Mortgage.....	109,500	8	"	"	1908	....	Eastern Shore (Md.):						
Plain bonds.....	81,900	6	"	"	1884	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Danbury and Norwalk:							2d Mortgage.....	200,000	8	April & Oct.	"	1886	....
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870.....	200,000	7	"	"	1890	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1872.....	200,000	7	"	"	1892	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....	Income Mortgage guaranteed ..	670,000	6	April & Oct.	"	2862	35
2d Mortgage.....	300,000	7	"	"	1885	....	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage, extended.....	2,492,000	7	May & Nov.	New York	1897	124
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....	2d Mortgage.....	2,174,000	8*	March & Sept.	"	1919	107
Davenport and St. Paul:							3d Mortgage.....	4,862,000	7	"	"	1883	107
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....	4th Mortgage convertible.....	2,987,000	7	April & Oct.	"	1880	103
Dayton and Michigan (O.H. & D.):							5th Mortgage convertible.....	709,500	7	June and Dec.	"	1888	100
1st Mortgage sinking fund guar.	1,848,000	7	Jan. & July.	New York.	1881	....	Buffalo Branch, 1st mortgage...	182,500	7	Jan. & July.	"	1891	....
2d Mortgage, guar.....	428,000	7	March & Sept.	"	1884	....	Long Dock Mortgage.....	3,600,000	7	June and Dec.	"	1893	113
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....	1st Consol. Mortgage gold.....	16,666,000	7*	March & Sept.	NY & London.	1920	123
Toledo Depot bonds guar.....	106,500	7	March & Sept.	"	1890-94	....	1st Consol. Mort. Coup. Bonds.	3,988,000	7*	"	"	1920	90
Dayton and Union:							Erie and Pittsburg (Penn.):						
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....	2d Mortgage.....	92,800	7	April & Oct.	"	1890	....
Income Bonds.....	252,445	6	"	"	1879	....	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1898	107
Dayton and Western (L. M. R.R.):							Equipment Mortgage.....	760,000	7	April & Oct.	"	1890	....
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	European & N. American (Me.):						
1st Mortgage ("").....	495,000	647	Jan. & July.	"	1905	....	Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
Decatur, Sullivan and Mattoon:							1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....	Evansville and Crawfordsville:						
Delaware and Bound Brook:							1st Mortgage (61 miles) skg. fund	302,000	7	Jan. & July.			

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
<b>Florida</b>							<b>Huntingdon and Broad Top Mt.:</b>						
1st Mortgage conv. gold.....	2,800,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	114
Flushing, North Shore and Cent.:							2d Mortgage.....	287,500	7*	Feb. & Aug.	"	1895	108
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1895	80
2d Mort. ( " " )	400,000	7	"	"	1900	....	<b>Illinois Central:</b>						
1st Mort. (Central of L. L.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	...
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	"	1903	....	Sterling Bonds, \$500,000.....	2,500,000	6*	"	London.	1895	....
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund....	4,393,000	5*	"	"	1903	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	"	1893	....	Sterling Bonds, \$200,000.....	1,000,000	15*	June & Dec.	"	1905	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	"	1880	....	<b>Illinois Grand Trunk (C. B. &amp; Q.):</b>						
<b>Fonda, Johnston &amp; Gloversville:</b>							1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890	116 1/2
1st Mortgage.....	800,000	7	Jan. & July.	New York.	1890	....	<b>Indiana and Illinois Central:</b>						
<b>Fort Wayne, Jackson &amp; Saginaw:</b>							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	<b>Indiana North and South:</b>						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
<b>Fort Wayne, Muncie &amp; Cin.:</b>							<b>Indianapolis, Blooming. &amp; West:</b>						
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1890	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1900	75
2d Mortgage.....	500,000	8	"	"	1898	....	1st Mortgage Extension gold....	5,500,000	7*	Jan. & July.	"	1912	82
<b>Framingham and Lowell:</b>							2d Mortgage.....	1,500,000	8	"	"	1890	82
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	75	<b>Indianapolis and Madison:</b>						
2d Mortgage.....	100,000	8	"	"	1883	....	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
<b>Frederick and Pennsylvania Line:</b>							<b>Indianapolis &amp; Vincennes:</b>						
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
<b>Fremon: N. Y. &amp; Mo. (S. O. &amp; F.):</b>							2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
1st Mortgage.....	600,000	7	April & Oct.	"	1901	....	<b>International and Gt. Northern:</b>						
<b>Galena &amp; Ont. Union (C. &amp; N. W.):</b>							1st Mortgage a. f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	....
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	105	Convertible B'ds ( " )	1,473,000	8	Feb. & Aug.	"	1892	....
<b>Galv., Harrisburg &amp; San Antonio:</b>							1st Mortgage (Hous. & Gt. N. R. R.)	4,211,000	7*	Jan. & July.	"	1900	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds ( " )	1,677,000	8	Feb. & Aug.	"	1892	....
<b>Galveston, Houston &amp; Henderson:</b>							<b>Indianapolis, Cin. and Lafayette:</b>						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	85	1st Mortgage of 1887.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
<b>Geneva, Ithaca and Athens:</b>							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, a. f. id., guar.....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	'78-'83	....
<b>Georgia (and Banking):</b>							Equipment Bonds, registered....	375,000	10	"	"	1883	62 1/2
Company bonds (debentures)....	425,000	7	Jan. & July.	Augusta.	'80-'90	....	1st Mort. (Ind. & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
Company bonds (debentures)....	1,155,000	8	"	"	"	....	1st Mort. (Cin. & Indiana)....	499,000	7	June & Dec.	"	1892	....
<b>Illman, Clinton &amp; Springfield:</b>							2d Mort. ( " ) guar.....	1,497,000	7	Jan. & July.	"	'77-'82	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	<b>Indianapolis and St. Louis:</b>						
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
<b>Goshen and Deerpark (Erie):</b>							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	2d Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
<b>Grand Rapids &amp; Indiana:</b>							Equipment Mortgage.....	375,000	10	Jan. & July.	"	1900	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	<b>Ionia and Lake &amp; D. L. &amp; L. M.):</b>						
1st Mort. L. G. not guar. gold....	2,003,000	7*	April & Oct.	"	1899	....	1st Mortgage.....	770,000	8	Jan. & July.	New York.	1890	....
<b>Grand River Valley (Mich. C.):</b>							2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	109	<b>Iowa Falls and Sioux City:</b>						
2d Mortgage.....	500,000	5	March & Sept.	"	1909	108 1/2	1st Mortgage.....	2,980,000	7	April & Oct.	New York.	1917	109
<b>Grand Trunk (Ca.):</b>							<b>Iowa Midland (C. &amp; N. W.):</b>						
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	120
Equip'mt Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	<b>Ironton (Penna.):</b>						
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
1st Preference Bonds \$3,218,149	16,090,745	6*	Jan. & July.	"	Irred.	....	<b>Ithaca and Athens (Penn.):</b>						
2d Preference Bonds \$2,327,908	11,639,040	4*	"	"	"	....	1st Mortgage gold, a. f. fund....	600,000	7*	Jan. & July.	New York.	1890	....
2d Preference Bonds \$7,163,910	35,819,550	4*	"	"	"	....	Jackson, Lansing & Saginaw (MO):	1,092,000	8	Jan. & July.	New York.	1885	109 1/2
Provincial Debenture's \$3,111,500	15,567,500	6*	"	Ottawa.	....	....	1st Mortgage guar.....	514,000	8	May & Nov.	"	1890	107 1/2
<b>Great Western of Canada:</b>							Consolidated Mortgage (236 m.)	1,943,000	8	March & Sept.	"	1891	106 1/2
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	<b>Jacksonville, North West &amp; S. East:</b>						
Mortgage Bonds \$547,000.....	2,735,000	6 1/2	April & Oct.	"	'77-'78	....	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	<b>Jacksonville, Pennac. and Mobile:</b>						
Debenture Bonds \$1,743,160	8,715,900	6	Jan. & July.	"	Perp.	....	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
<b>Great Western Railway of 1850:</b>							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mort., a. f. by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	109 1/2	<b>James' &amp; Frank (L. S. &amp; M. So.):</b>						
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	103	1st Mortgage guaranteed.....	397,000	7	Jan. & July.	New York.	1897	....
<b>Green Bay and Minnesota:</b>							2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage.....	3,200,000	7*	Feb. & Aug.	"	1900	....	<b>Jefferson (Erie):</b>						
<b>Greenville and Columbia:</b>							1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	108
1st Mortgage guar. by S. Car.....	1,436,546	7	Jan. & July.	Columbia.	'81-'86	....	2d Mort. ( " )	84,000	7	"	"	1889	....
1st Mortgage not guaranteed....	376,768	7	"	"	'81-'86	....	1st Mort. (Carbondale Section).	2,000,000	7	"	"	1889	....
<b>Greenwich and Johnsonville:</b>							<b>Jeffersonville, Madison &amp; Indian:</b>						
1st Mortgage.....	185,000	7	May & Nov.	New York.	1880	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
<b>Gulf Western Texas and Pacific:</b>							2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	"	1902	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
<b>Hannibal and Naples (T. W. &amp; W.):</b>							<b>Jersey City and Albany:</b>						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	....	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	"	1912	....
<b>Hannibal &amp; Cent. Mo. (T. W. &amp; W.):</b>							<b>Joliet and Chicago (C. &amp; Alton):</b>						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	110	1st Mortgage a. f. fund guar....	306,000	8	Jan. & July.	New York.	1882	105
2d Mortgage.....	250,000	7	"	"	1892	....	<b>Junction, Philadelphia:</b>						
<b>Hannibal and St. Joseph:</b>							1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	1894	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	....
Missouri State Loan.....	1,500,000	6	"	"	'86-'87	105 1/2	<b>Junction and Breakwater:</b>						
Fifteen years' bonds (277 m.)...	4,000,000	8	March & Sept.	"	1885	109 1/2	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
1st Mort. (C. & Palm R. R. 15 m.)	433,000	8	Feb. & Aug.	"	1892	....	1st Mort. assumed by L. S. & M. So.	840,000	8	Jan. & July.	New York.	1888	110 1/2
1st Mort. (K. City & Cam. R. R. 5 m.)	1,300,000	10	Jan. & July.	"	1892	....	<b>Kalamazoo and Schoolcraft:</b>						
General Land Mortgage													

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
<b>Kansas Pacific:</b>							<b>Louisville, Cincin. and Lexington:</b>						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118	Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (2d Div. 253.94 m.) gold	4,083,000	6*	June & Dec.	"	1896	117	1st Mort. (L. Cin. & Lex. R.R.)	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.68 m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	108	New Mort. (L. Cin. & L. R.W.)	275,300	7	April & Oct.	"	1907	....
1st Mort. (1,000,000 acres) gold....	1,722,250	7*	March & Sept.	N. Y. & St. Lo.	1891	117	<b>Louisville and Nashville:</b>						
1st Mort. (2,000,000 acres) gold....	1,500,000	7*	Jan. & July.	N. Y. L. & F.	1880	101	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	104
2d Mort. ( " ) gold.....	600,000	7*	March & Sept.	"	1896	117	Mort. main office lot & building	60,000	7	"	Louisville.	1883	....
1st Mort. (Leavenworth Branch)	600,000	7*	Jan. & July.	N. Y. & St. Lo.	1896	100	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	1883	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	May & Nov.	U. S. Treas.	1905-1907	71	1st Mort. (Memphis and Ohio)...	35,000	7	June & Dec.	New York.	1901	....
2d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	71	1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	"	1902	....
<b>Kent County (Del.)</b>							1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	"	1907	110
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	Consol. M. for \$5,000,000 (392 m.)	7,070,000	7	April & Oct.	"	1898	116
<b>Kentucky Central:</b>							Louisville Loan.....	850,000	6	"	"	1898	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	....
2d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1890	....
<b>Keokuk and Des Moines:</b>							<b>Louisv. N. A. &amp; St. Lo. Air-Line:</b>						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	98	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
Funded Interest.....	254,300	8	"	"	1884	....	<b>Macon and Augusta:</b>						
Keokuk and St. Paul (O.B. & Q.)	317,000	8	April & Oct.	Boston.	1879	100	1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage traffic guar.....	1,000,000	10	April & Oct.	New York.	1878	....	1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
La Crosse, Trempealeau & Prescott:							Construct. Mort. end by Ga.R.R.	370,000	7	"	"	1879	....
1st Mort. assumed by C. & N.W.	1,300,000	7*	Feb. & Aug.	New York.	1891	....	<b>Macon and Brunswick:</b>						
LaF. Blooming & Miss. (T.W. & W.)	1,300,000	7*	Feb. & Aug.	New York.	1901	....	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....	1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....
Lake Erie and Louisville:							2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	<b>Madison and Portage:</b>						
<b>Lake Ontario Shore:</b>							1st Mort., guar. by Chi. and Sup.	600,000	7	April & Oct.	New York.	1890	....
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....	Mahoning Coal:						
<b>Lake Shore &amp; Michigan South'n:</b>							1st Mortgage.....	1,430,000	7	Jan. & July.	New York.	1902	....
Sinking Fund Mortgage.....	7	April & Oct.	New York.	1879	....		<b>Maine Central:</b>						
Consol. Mort., S.F., Regist'd.....	9,411,000	7	J. A. J. & O.	"	1900	121	Consolidated Mortgage.....	2,794,500	7	April & Oct.	Boston.	1912	108
Consol. Mort., S.F., Coupou.....	10,460,000	7	Jan. & July.	"	1900	121	\$1,100,000 Loan, tax free.....	750,900	6	Jan. & July.	"	1898	91
2d Consol. Mort. for \$25,000,000.	2,705,000	7	June & Dec.	"	1903	116	Extension (gold) Loan.....	490,500	6	April & Oct.	"	1900	....
Bonds of 1892 (Reg. & Coupon)	1,338,000	7	April & Oct.	"	1892	....	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bosk.	1890	....
Lake Shore Dividend Bonds.....	920,000	7	"	"	1899	118	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	1890	96
Reg. Mort. (Clev. Faln. & Ash.)	5,255,000	7	Jan. & July.	"	1885	....	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
2d Mort. ( " )	1,595,000	7	April & Oct.	"	1892	....	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1885	93
1st Mort. (Mich. B. & Nor. Ind.)	819,000	7	May & Nov.	"	1885	....	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
2d Mort. ( " )	300,000	7	"	"	1877	....	1st Mort. (Leeds & Farn'gton)	633,000	6	Jan. & July.	"	1901	....
1st Mort. (Cleveland & Toledo)	819,000	7	Jan. & July.	"	1885	....	Bath (Androscogin) Loan.....	425,000	6	"	"	1891	....
2d Mort. ( " )	300,000	7	April & Oct.	"	1886	....	<b>Mansfield &amp; Framing. (B.C. &amp; F.):</b>						
Mort. Bonds (Buffalo & St. L.)	300,000	7	Jan. & July.	"	1882	....	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	96
Mort. Bonds ( " ) Erie	2,531,900	7	March & Sept.	"	1886	....	<b>Marietta and Cincinnati:</b>						
1st M. (Detrit, Monroe & Toledo)	924,000	7	April & Oct.	"	1886	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	105
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1893	118	2d Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	105
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	3d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	60
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	4th Mortgage.....	3,000,000	8	Jan. & July.	"	1900	34
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	....	1st Mortgage.....	4,000,000	8	April & Oct.	"	1903	....
1st M. (Jamestown & Franklin)	397,000	7	"	"	1884	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1883	....
2d M. ( " )	600,000	7	June & Dec.	"	1894	....	<b>Marietta, Pittsburg &amp; Cleveland:</b>						
<b>Lake Shore &amp; Tuscarawas Valley:</b>							1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	Marquette, Houghton & Ontonagon:						
2d Mortgage, for \$1,000,000.....	698,000	7	"	"	1892	....	1st Mortgage (Marq. & Ont.)...	1,780,000	8	Jun. & Dec.	New York.	1892	113
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	1st Mort. (Houghton and Ont.)...	2,000,000	8	Jan. & July.	"	1892	....
<b>Lake Superior &amp; Mississippi:</b>							Consolidated Mortgage.....	1,454,000	8-10	Various.	"	1892	80
1st Mort. akg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20	<b>Massachusetts Valley (C. &amp; P. R.):</b>						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Income Bonds.....	3,200,000	10	"	"	1902	....	<b>Maryland and Delaware:</b>						
<b>Lawrence (P. Ft. W. &amp; Chi.):</b>							1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1896	....	2d Mortgage.....	180,000	6	June & Dec.	"	1890	....
Leavenworth, Atch. & N. West'n:							<b>Massillon &amp; Cleva. (C.M. V. &amp; D.)</b>						
1st Mort. guar. by Pac. of Mo.....	500,000	7	April & Oct.	New York.	1890	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Leaven, Lawrence & Galveston:							<b>Mayville and Lexington:</b>						
1st Mort. akg fund conv. gold.....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	<b>Memphis and Charleston:</b>						
1st Mort. (Southern Kan.) guar.	180,000	8	June & Dec.	"	1891	....	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1890	100
<b>Lehigh and Lackawanna:</b>							2d Mortgage.....	1,000,000	7	Jan. & July.	"	1886	99
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	<b>Tennessee State Loan.....</b>						
<b>Lehigh Valley:</b>							Income Bonds.....	600,000	10	March & Sept.	"	1875-78	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	118	<b>Memphis and Little Rock:</b>						
1st Mortgage ( " ) reg.....	6,000,000	7	March & Sept.	"	1910	128	1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage for \$5,000,000.....	6,000,000	8*	June & Dec.	"	1923	111	2d Mortgage.....	1,000,000	8	"	"	....	
General Mort. for \$40,000,000.	13,804,000	6*	"	"	1923	112	<b>Metropolitan Elevated:</b>						
General Mort., registered.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	1st Mortgage \$ or £.....	3,502,000	6*	Jan. & July.	New York.	1903	99
<b>Lewisb. Centre &amp; Spruce C. (P. &amp; E.):</b>							<b>Michigan Air Line (Mich. Cent.):</b>						
1st Mortgage.....	1,645,000	7	May & Nov.	Philadelphia.	1902	....	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	104
<b>Lexington &amp; St. Louis (A. &amp; P.):</b>							<b>Michigan Central:</b>						
1st Mortgage gold.....	900,000	6*	June & Dec.	New York.	1890	....	1st Mortgage, convertible.....	355,000	8	April & Oct.	Boston.	1882	....
<b>Little Miami:</b>							1st Mortgage sinking fund conv.	2,179,000	8	"	"	1882	108
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97	Consol. Mortgage for \$10,000,000	6,000,000	7	May & Nov.	New York.	1902	121
Street Connection Bonds.....	625,000	6	Jan.										



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):	\$						Philadelphia, Wilmington & Balt:	\$					
1st Mortgage.....	50,000	7	April & Oct.	Philadelphia.	1896	99	Mortgage Loan, convertible.....	253,500	6	Jan. & July.	Phila. & Bos.	1884	....
Omaha and Northern Nebraska:							Loan of 1887.....	1,000,000	6	April & Oct.	" "	1887	....
1st Mort. Land Grant, Gold....	618,000	7 3/4	Jan. & July.	New York.	1901	..	Loan of 1872.....	700,000	6	" "	" "	1892	....
Omaha and Republican Valley:							Loan of 1875.....	800,000	6	" "	" "	1900	....
1st Mortgage.....	742,000	7	F. M. A. & N.	New York.	1897	..	Pickering Valley (Phila. & Rdg):						
Omaha and Southwestern:							1st Mortgage, guaranteed.....	332,300	7	April & Oct.	Philadelphia.	1890	....
1st Mortgage.....	1,034,000	8	June & Dec.	Boston.	1896	....	Pittsburg and Lake Erie:						
Oregon and California:							1st Mortgage.....	2,000,000	6 1/2	Jan. and July.	New York.	1923	....
1st Mortgage, gold.....	10,950,000	7 1/2	April & Oct.	Frankfort.	1890	....	Pittsburg, Cin. & St. Louis ("A"):						
Ogawa Valley & Southern Kansas:							1st Mort. (Col. & Newark Div.)...	450,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mortgage (5-20 year).....	200,000	10	Jan. & July.	New York.	'73-'83	....	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Oshkosh & Miss. (C. M. & St. P.):							Consol. Mortgage for \$10,000,000	6,641,000	7	Feb. and Aug.	Philadelphia.	1900	110
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	Consolidated 2d Mortgage.....	2,600,000	7	April & Oct.	" "	1913	....
Oswego and Rome (R. W. & O.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	350,000	7	May & Nov.	New York.	1915	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	125
Income Mortgage.....	203,000	7	Feb. & Aug.	" "	1891	....	1st Mortgage (Series B).....	875,000	7	Feb. and Aug.	" "	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage, guaranteed.....	121,000	7	May & Nov.	New York.	'80-'85	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
Consolidated Mortgage.....	338,900	7	Mar. & Sept.	" "	1907	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
Ottawa, Oswego and Fox River:							1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
1st Mortgage guar by C. B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bos.	1900	....	2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
Pacific of Missouri:							2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1884	110	2d Mortgage (Series I).....	810,000	7	March & Sept.	" "	1912	....
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	" "	1891	107	2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
3d Mortgage.....	4,500,000	7	May & Nov.	" "	1891	....	2d Mortgage (Series L).....	860,000	7	May and Nov.	" "	1912	....
St. Louis County Debt.....	700,000	7	Monthly	St. Louis.	1885	....	2d Mortgage (Series M).....	860,000	7	June and Dec.	" "	1912	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	3d Mortgage.....	2,000,000	7	April and Oct.	" "	1912	20
1st Mort. (Carondelet Branch).	250,000	6 1/2	April & Oct.	" "	1893	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1887	....
Paducah and Elizabethtown:							Equipment bonds—renewed.....	1,000,000	8	March & Sept.	" "	1884	....
1st Mortgage.....	216,000	8	Feb. & Aug.	New York.	1897	....	Pittsburg, Va. and Charleston:						
Second Mortgage Income.....	1,200,000	7	April.	" "	1897	....	1st Mortgage.....	1,583,000	7	April & Oct.	New York.	1902	....
Panama:							Pittsburg and Connelleville:						
General Mortgage, stg. £707,800	3,877,308	7 1/2	April & Oct.	London.	1897	....	1st Mortgage.....	4,000,000	7	Jan. and July.	Baltimore.	1898	110
Pauls and Danville:							1st Mort. (Tul. Cr. Div. 10 m)	325,000	6	Feb. & Aug.	Pittsburg.	1899	....
1st Mortgage.....	2,500,000	7	Jan. & July.	N. Y. & Lond.	1892	....	Consol. Mort. guar. by B. & O.	6,500,000	6 1/2	Jan. and July.	London.	1926	....
Paterson, Newark & N. Y. (Erie):							Real Estate Mortgage.....	100,000	8	" "	Baltimore.	1883	....
1st Mortgage, guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland & Ogden (Me. & N. H.)						
Pekin, Linc. & Decatur (T.W. & W):							1st Mortgage, gold.....	794,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	....	New Mort. gold, for \$3,300,000.	1,855,000	6 1/2	May and Nov.	" "	1901	....
Pemberton & Elights (U.C. of N.J.)							Portland and Ogdenburg (Vt.):						
1st Mortgage, guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	1st Mortgage gold.....	2,300,000	6 1/2	May and Nov.	N. Y. & Bos.	1891	....
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harrisburg to Pittsb.)	4,970,000	6	Jan. & July.	Philadelphia.	1880	101 1/2	1st Mort. (Portland Loan) skg. fd.	700,000	6	Jan. & July.	Boston.	1887	....
General Mortgage.....	19,999,760	6	J. A. J. & O.	" "	1910	117	1st Mortgage (equal lien).....	390,000	7	April & Oct.	" "	1887	....
General Mortgage, registered.....	28,301,540	6 1/2	Jan. & July.	London.	1906	113	2d Mort. (Portland Loan).....	450,000	7	March & Sept.	" "	1891	....
Consolidated Mortgage.....	4,091,675	6 1/2	April & Oct.	Philadelphia.	'77-'90	....	Port Royal and Augusta:						
State lien for \$1,500,000, skg. fd.	1,000,000	6	Jan. & July.	" "	1881	....	1st Mortgage, S. F.....	250,000	6	Jan. & July.	New York.	1899	....
Navy Yard bonds, reg.....	3,000,000	6 1/2	" "	" "	" "	....	Income bonds.....	1,500,000	6 1/2	" "	" "	1899	....
Ca. Trust bonds (S. F. 10 p. c.)							Portsmouth, Gt. Falls & Conway:						
Pennsylvania Company:							Bonds guar. by Eastern R. R.....	436,000	4 1/2	June & Dec.	Boston.	1907	78
Judgment bonds.....	6,400,000	6	" "	Philadelphia.	Dem.	....	Poughkeepsie, Hart & Boston:						
Registered bonds.....	3,200,000	6	J. A. J. & O.	" "	1907	106	1st Mort. for \$300,000.....	35,000	....	" "	" "	" "	....
Pennsylvania Coal:							2d Mortgage.....	500,000	....	" "	" "	" "	....
1st Mortgage.....	462,000	7	Feb. & Aug.	New York.	1881	....	Providence and Springfield:						
Pennsylvania and Delaware:							1st Mortgage.....	500,000	7	Jan. & July.	Providence.	1892	....
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Providence and Worcester:						
2d Mortgage.....	119,000	7	April & Oct.	" "	1903	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1890	....
Pennsylvania & New York (L.V.):							New bonds.....	650,000	6	" "	" "	1897	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	120	Quincy, Alton and St. Louis:						
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	123	1st Mort. (ass. by C. B. & Q.)	840,000	5	Feb. & Aug.	Boston.	1896	....
Peoria & Bureau Val. (C.R. L. & P.):							Quincy and Palmyra:						
1st Mortgage guaranteed.....	200,000	8	Feb. & Aug.	New York.	1893	....	1st Mort. assumed by H. & St. J.	433,000	8	Feb. & Aug.	New York.	1892	....
Peoria, Pekin and Jacksonville:							Quincy and Toledo (T. W. & W.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	100
2d Mort. conv. and tax free.....	1,000,000	7	April & Oct.	" "	1900	....	Quincy & Warsaw (C. B. & Q.):						
Perkiomen (Phila. and Edg.):							1st Mortgage, guaranteed.....	720,000	8	Jan. & July.	Boston.	1890	....
1st Mortgage.....	799,600	6	April & Oct.	Philadelphia.	1887	....	Raleigh and Gaston:						
Consol. Mort. gold S. F.....	1,125,000	6 1/2	June & Dec.	" "	1913	....	1st Mortgage.....	820,000	8	Jan. & July.	Phila. & Bal'th.	1898	....
Petersburg:							Reading and Columbia (P. & R.):						
1st Mortgage (Installments).....	505,000	8	Jan. & July.	New York.	'70-'96	....	1st Mort. Coupon, guaranteed.....	650,000	7	March & Sept.	New York.	1882	....
2d Mortgage.....	505,000	8	May & Nov.	" "	1902	....	2d Mort. Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Philadelphia and Atlantic City:							1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1890	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	Rensselaer and Saratoga:						
Philadelphia and Balt. Central:							Consol. Mort. for \$2,000,000....	1,925,000	7	May & Nov.	New York.	1921	128
1st Mortgage (Penn. Div. 36 m)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Rhinebeck and Connecticut:						
1st Mortgage (Md. Div. 34 m.)	300,000	6	" "	" "	1891	....	1st Mortgage.....	800,000	7 1/2	" "	" "	" "	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	" "	1900	....	Richmond and Danville:						
Philadelphia and Erie (Penn.):							Virginia State Loan, skg. fd....	508,000	6	Jan. & July.	Richmond.	1890	....
1st Mort. (Schenbury & Erie 40m)	976,000	7	April & Oct.	Philadelphia.	1897	115	1st Mortgage.....	109,400	6	" "	" "	1875	....
1st Mort. (\$3,000,000 are sterling)	5,000,000	6 1/2	" "	Phil. or Lond.	1881	103	1st Mort. (Piedmont Branch).....	500,000	6 1/2	" "	" "	1885	....
2d Mortgage.....	3,000,000	7	Jan. & July.	Philadelphia.	1888	110	1st Mort. (Northwestern, N.O.)	500,000	6 1/2	April and Oct.	N. Y. or Rich.	....	....
General Mort. for \$20,000,000....	8,683,000	6 1/2	" "	Phil. or Lond.	1920	....	Consolidated Mortgage.....	1,767,000	6 1/2	May and Nov.	New York.	'78-'90	103
Philadelphia and Reading:							Gen'l Mort. gold for \$6,000,000..	1,728,000	6 1/2	April & Oct.	" "	1904	....
Loan of 1868, debenture.....	1,126,500	6	Jan. & July.	Philadelphia.	1893	....	Rch. Fredericksburg & Potomac:						
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	" "	1910	....	Sterling Loan.....	67,277	6 1/2	Jan. & July.	London.	'85-'95	....
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	" "	1893	116 1/2	Dollar Loan.....	180,000	7	" "	Richmond		

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$ 246,000	8	May & Nov.	Saginaw.	1892	110 1/2	South Carolina:	\$					
1st Mortgage	246,000	8	May & Nov.	Saginaw.	1892	110 1/2	1st Mortgage Sterling	1,482,667	6 1/2	Jan. & July.	London.	'82-'88	100
Saint Croix and Penobscot:							1st Mortgage (L.) currency	1,061,500	7	"	New York.	'78-'88	100
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	100	2d Mort. for \$3,000,000	1,206,500	7	April & Oct.	"	1902	100
2d Mort. ( " )	17,500	6	"	"	1879	100	Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	100
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	100	Domestic (K) Bonds	63,500	6	Jan. & July.	"	'80-'93	100
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free	1,500,000	8 1/2	Feb. & Aug.	N. Y. & Lond.	1899	100	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	100
1st M. (W.D.) land grant, g'd tax fr	5,500,000	8 1/2	"	"	1900	100	2d Mort.	200,000	7	"	"	1889	100
St. Joseph and St. Louis:							South Mountain Iron (Cumb. Val.):						
1st Mortgage	1,000,000	6	May & Nov.	New York.	1893	100	1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	100
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000	177,500	7	March & Sept.	"	1884	100
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	100	South and North Alabama:						
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	"	1894	100	1st Mort. endor. by Ala. gold	391,000	8 1/2	Jan. & July.	New York.	1890	100
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	100	Sterling Mort., guar. by L. & N.	2,103,998	6 1/2	May & Nov.	London.	1890	100
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	100	South Pacific (St. Louis & San F.):						
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	97	1st Mortgage gold, assumed	7,194,500	6 1/2	Jan. & July.	New York.	1888	105
Equipment Mortgage	300,000	10	March & Sept.	"	1894	100	South Shore (Mass.):						
St. Louis Iron Mt. and Southern:							1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	'80-'81	100
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	118	South Side, Va. (A., M. and O.):						
2d Mort. ( " )	6,000,000	7 1/2	May & Nov.	"	1897	102 1/2	1st preferred bonds	875,000	8	Jan. & July.	New York.	'84-'90	110
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7 1/2	June & Dec.	"	1897	105 1/2	2d preferred bonds	621,000	6	"	"	'84-'90	99 1/2
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7 1/2	"	"	1897	104	3d preferred bonds	452,800	6	"	"	'84-'90	91
Consolidated Mortgage	1,500,000	7	"	"	1899	100	Southern Central (N.Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv.	1,500,000	7	Feb. & Aug.	New York.	1899	100
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	100	2d Mortgage	800,000	7 1/2	March & Sept.	"	1882	100
2d Mortgage	648,000	7	Jan. & July.	"	1898	100	Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & North:							1st Mortgage gold	1,500,000	7 1/2	May & Nov.	New York.	1900	100
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	117 1/2	Southern of L. I.						
Real estate & 2d M. for \$3,000,000	2,993,000	7	March & Sept.	"	1895	149	1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
St. Louis, Lawrence and Denver:							2d Mort. Sinking Fund	1,500,000	7	May & Nov.	"	1900	17
1st Mort. guar. by Atl. and Pac.	1,020,000	6 1/2	Jan. & July.	New York.	1901	100	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,340,000	8	April & Oct.	New York.	'78-'88	100
1st Mort. gold skg fund conv.	2,207,000	7	May & Nov.	New York.	1894	100	2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	100
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896	100	Southern (Cal.) Pacific:						
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	100	1st Mortgage gold for \$28,000,000	11,000,000	6 1/2	April & Oct.	New York.	1891	97 1/2
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	"	1902	100	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T.H. & I.):							1st Mortgage gold	625,000	7 1/2	March & Sept.	Philadelphia.	1900	100
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	113	2d Mortgage gold	88,000	7 1/2	"	"	1890	100
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	"	1898	106 1/2	South Western (Cons. of Ga.):						
2d Mortgage (B.) convertible	1,000,000	7	"	"	1898	100	Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'88	100
St. Louis and San Francisco:							1st Mortgage (Muscoogee) conv.	300,000	7	"	"	'72-'78	100
2d Mortgage A for \$500,000	319,840	6 1/2	May & Nov.	New York.	1906	95 1/2	Spartanburg and Union:						
2d Mort. B. & C for \$5,200,000	4,959,142	2 1/2	"	"	1906	76 1/2	1st Mortgage, end. by S. Car.	350,000	7	Jan. & July.	Charleston.	1879	100
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed	198,370	7	"	"	1879	100
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	100	Springfield, Athol & Northeastern:						
1st M. (St. Paul to Wabash) 80m.	366,000	7	Jan. & July.	"	1892	100	1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	100
2d Mort. (do.) & 1st land gr.	1,146,780	7	June & Dec.	"	1892	100	Springfield & Illinois St. Eastern:						
1st M. (Main L.) R.R. & Lands	3,000,000	7 1/2	May & Nov.	London.	1892	100	1st Mortgage gold, tax free	3,400,000	7 1/2	Feb. & Aug.	New York.	1899	100
2d M. (do.) R.R. & Lands	8,500,000	7 1/2	"	"	1892	100	2d Mortgage gold, tax free	446,000	7 1/2	April & Oct.	"	1900	100
General Mortgage for \$15,000,000							Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.							1st Mortgage gold, skg fund	500,000	7 1/2	Feb. & Aug.	New York.	1901	100
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	100	Staten Island:						
Salem (West Jersey):							1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	100	Stanstead, Bedford and Chamby:						
Salem and Lowell (B. & L.):							1st Mort. Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80	Sullivan (Central Verm.):						
Sand, Mansfield & Newark (B. & O.):							2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	100
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91	Sullivan and Erie:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	100
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	100	Summit Branch:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bos. Ph.	1904	96
Sectional Mort.	210,000	7	Jan. & July.	New York.	Var.	100	Sunbury and Lewiston:						
Savannah and Charleston:							1st Mortgage gold	1,200,000	7 1/2	April & Oct.	Philadelphia.	1890	100
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	100	Income Mort. gold	200,000	6 1/2	"	"	1891	100
State guaranteed (C. & S.) bonds	505,000	6	March & Sept.	Charleston.	1877	100	Suspens. Bridge & Erie Junc. (E.):						
Funded Interest bonds, guar.	111,800	7	"	New York.	1889	100	1st Mortgage	1,000,000	7	"	New York.	1891	100
Savannah, Griffin & North Ala.							Syracuse, Bing. & N.Y. (DL & W.):						
1st Mortgage for \$500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	100	2d Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	116
Savannah and Memphis:							2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	100
1st Mort. gold, endor. by State	16,000pm	8 1/2	May and Nov.	New York.	1890	100	Syracuse and Chenango Valley:						
Schenectady & Susq. (D. & H. Can.):							1st Mort. gold, for \$500,000	500,000	7 1/2	Feb. and Aug.	New York.	1891	100
1st Mortgage gold, tax free	400,000	7 1/2	Jan. & July.	New York.	1900	100	Tobo and Neesho (M. K. & T.):						
Schoolcraft & Three R. (LS & MS):							1st Mortgage gold, skg fund	1,163,000	7 1/2	June & Dec.	New York.	1903	100
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	100	Terre Haute & Indianapolis:						
Seaboard and Roanoke:							1st Mortgage	800,000	7	April & Oct.	New York.	1879	100
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	100	Bonds of 1873 for \$1,600,000	516,000	7	"	"	1894	100
Selma and Gulf:							Texas and Pacific:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	100	1st Mortgage, 8,000 per mile	3,552,000	6 1/2	Mar. & Sept.	N.Y., Ph. Lon.	1905	104 1/2
Selma, Marion and Memphis:							Consolidated Mortgage	7,548,000	6 1/2	June & Dec.	"	1905	80
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	100	Income and Land Grant	7,706,226	7	July.	N. Y. & Phil.	1915	102
Selma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	100	1st Mortgage	1,500,000	7 1/2	Jan. and July.	"	1906	50 1/2
2d Mortgage	4,000,000	7	Jan. & July.	"	1891	100	Toledo, Peoria and Warsaw:						
Equipment Mortgage	250,000	10	"	"	1881	100	1st Mortgage (Eastern Div.)	1,000,000	7	June & Dec.	New York.	1894	100
Shamokin Valley & Pottav. (N.C.):							1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.			

## AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & R.):							Western Maryland:						
1st Mortgage skg fund, guar....	\$9,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	100
Troy and Boston.....							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	114
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " "	300,000	6	"	"	1890	115
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co.....	300,000	6	"	"	1890	108
3d Mortgage.....	650,000	7	May and Nov.	"	1876	....	3d Mortgage preferred.....	600,000	6	"	"	1895	100
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	118
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort. assumed.....	2,785,000	60	Jan. and July.	New York.	1899	170
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage (Pittsb. Branch).....	800,000	6	Apr. and Oct.	Philadelphia.	1893	105
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	General Mortgage.....	1,000,000	6	Jan. and July.	"	1896	100
Union Pacific:							Western Union (Chi., M. & St. P.):						
1st Mortgage gold, tax free.....	27,231,000	60	Jan. & July.	N. Y. & Bos.	'96-'99	121	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
1st Mort. Land Grant.....	6,299,000	7	Apr. and Oct.	"	1887	113	West Jersey:						
2d Mortgage (Gov. subdly).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	60	Debenture bonds guar. by C. & A.....	400,000	6	March & Sept.	Camden.	1883	94
3d Mortgage Sinking Fund.....	13,861,000	80	March & Sept.	New York.	1894	119	1st Mortgage.....	1,000,000	6	Jan. and July.	Philadelphia.	1878	....
Omaha Bridge Bonds Sterling.....	2,225,000	80	Apr. and Oct.	London.	1896	....	1st Mortgage (Salem) guar.....	100,000	6	"	"	....	....
Union Pacific (Central Div.):							2d Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
1st Mortgage gold, tax free.....	1,000,000	60	May and Nov.	New York.	1896	....	2d Mort. (Cape May & Millville)	600,000	7	Apr. and Oct.	"	....	....
2d Mortgage (Gov. subdly).....	1,000,000	6	Jan. & July.	U.S. Treasury.	'96-'79	60	Consolidated Mortgage.....	1,000,000	7	"	"	1899	117
Union Pacific, S. Br. (M. & E. R.):							West Wisconsin:						
1st Mortgage gold, skg fund.....	3,220,000	60	Jan. & July.	New York.	1899	....	1st Mort. land gr., gold skg fund	3,900,000	70	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	86	1st Mort. (Southern Extension)	640,000	70	"	"	1902	....
United N. J. R. R. & Canal Cos:							White Water Valley:						
Loan of 1901 (United Company's)	3,000,000	6	March & Sept.	Philadelphia.	1901	106	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1899	103
Sterling Loan \$300,200 (U. Co's)	1,846,000	50	"	London.	1894	....	Wico Mico and Pocumoke:						
Sterling Loan \$300,000 ( " )	1,800,000	60	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 Sk Fund ( " )	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro:						
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
3rd to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)	....	....	Wilmington, Colum. & Augusta:						
Sterling B. F. \$282,000 (C. & A.)	1,310,000	60	Feb. and Aug.	London.	1890	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	....
Loan of 1888 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	106	Wilmington and Reading:						
Loan of 1889 ( " )	866,000	6	June & Dec.	Princeton.	1889	106	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Mort. Loan ( " )	5,000,000	6	May and Nov.	Philadelphia.	1889	112	2d Mortgage coupon or reg.....	1,700,000	7	Jan. and July.	"	1902	16
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1873	....	Wilmington and Weldon:						
Boad to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....	Sterling Bonds.....	648,700	60	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	70	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	70	Jan. and July.	New York.	1896	104
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	73	J. A. J. & O.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	"	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	110
Bonds of 1871 (2d issue).....	675,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	113
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,313,000	70	June & Dec.	"	1916	....
1st Mortgage, Sterling.....	1,500,000	73	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent. - See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,300	70	Jan. and July.	Boston.	1901	....
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	103	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	114	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1886	147	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various	"	'81-'97	77
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1896	....
2d series (blue).....	850,000	7	"	"	1890	....	Plain Bonds.....	400,000	7	Feb. and Aug.	"	1896	90
3d series (black).....	138,000	7	"	"	1890	....	CANAL BONDS:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	Chesapeake and Delaware:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....	1st Mortgage sinking fund.....	1,903,750	6	Jan. and July.	Philadelphia.	1896	82
Vineland:							Chesapeake and Ohio:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Sterling Loan guaranteed.....	4,375,000	50	J. A. J. & O.	London.	1890	....
Virginia & Tennessee (A. M. & O.):							Preferred Bonds (next lien).....	1,099,500	6	Jan. and July.	Baltimore.	1885	92
1st Mortgage.....	5,000	6	Jan. and July.	N. Y. & Lynch.	1873	....	Delaware Division (L. O. & N.):						
2d Mortgage.....	900,000	6	"	"	1884	100	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1899	90
3d Mortgage.....	998,000	8	March & Sept.	"	1900	....	Delaware and Hudson:						
4th Mortgage.....	94,191	8	Jan. and July.	"	1875	....	1st Mort. (2d series, July 1, 1889	8,500,000	7	Jan. and July.	New York.	1884	....
Registered Certificates.....	226,900	8	"	"	1880	....	reg. { 3d series, Jan. 1, 1871	5,000,000	7	"	"	1891	109
Funded Interest.....							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	112
Walkill Valley (Erie):							Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
1st Mortgage gold, tax free.....	810,500	70	Apr. and Oct.	New York.	1901	....	Lehigh Coal and Navigation:						
Warren (D. L. & W.):							Loan of 1877, Debentures.....	702,770	6	June & Dec.	Philadelphia.	1877	....
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Convertible Debentures.....	41,650	6	"	"	1882	90
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	109	Convertible Loan, gold.....	771,000	60	March & Sept.	"	1894	103
Warren & Franklin (F. T. & B.):							1st Mortgage, registered.....	5,831,958	6	J. A. J. & O.	"	1884	100
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	103	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Warwick Valley (Erie):							Mortgage (equip.) Loan, gold.....	4,958,500	60	June & Dec.	"	1897	104
Wasatch and Jordan Valley:							Consolidated Mortgage.....	1,115,000	7	"	"	1911	100
1st Mortgage.....	150,000	90	May and Nov.	New York.	1896	....	Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Washington City, Va. Mid. & Gt. So.							Monongahela Navigation:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1892	78	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
2d Mort. ( " )	350,000	7	"	"	1891	....	Morris and Banking:						
3d Mort. ( " )	400,000	6	May and Nov.	"	1878	105	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
4th Mort. ( " )	1,200,000	6	Jan. and July.	"	1875	104	Boat Loan, sinking fund.....	226,965	7	Apr. and Oct.	"	1899	....
5th Mort. ( " )	600,000	8	May and Nov.	"	1873	70	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
6th Mort. ( " )	700,000	8	March & Sept.	"	1890	82	Pennsylvania:						
7th Mort. ( " )	722,664	....	"	"	....	....	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	80
8th Mort. ( " )	631,030	....	"	"	....	....	1st Mortgage (W. Val. Can.).....	600,000	6	"	"	1878	....
9th Mort. ( " )	111,932	....	"	"	....	....	Schuylkill Navigation (Ph. & Rdg.)						
10th Mort. ( " )	47,000	....	"	"	....	....	1st Mortgage.....	1,714,380	6	March & Sept.	Philadelphia.	'72-'97	94
11th Mort. ( " )	256,070	70	Apr. and Oct.	"	1901	35	2d Mortgage.....	3,990,592	6	Jan. and July.	"	'82-'97	60
12th Mort. ( " )							Improvement bonds.....	260,000	6	May and Nov.	"	1280	....
13th Mort. ( " )							Boat and Car Loan.....	756,650	6	"	"	1913	75
14th Mort. ( " )							Boat and Car Loan.....	621,800	7	"	"	1915	50
15th Mort. ( " )							Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1896	....
16th Mort. ( " )							Susquehanna and Tide Water:						
17th Mort. ( " )							2d Mortgage (Maryland Loan).....	1,000,000	6	Jan. and July.	Phila. & Balt.	1896	....
18th Mort. ( " )							3d Mortgage (Susqueh. Canal)	1,811,000	6	"	"	1878	....
19th Mort. ( " )							Prof. Int. B'ds ( " )	324,810	6	"	"	1894	....
20th Mort. ( " )							Union:						
21st Mort. ( " )							1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1888	....
22nd Mort. ( " )							West Branch & Susqueh. (Penn.):						
23rd Mort. ( " )							1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1876	....
24th Mort. ( " )							2d Mortgage.....	295,000	6	"	"	1881	....

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

Notes occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Abstract of General Balance Sheet.																					
Property and Assets.				Liabilities.				Earnings.													
Railroad.				Accounts and Cash.				Gross.													
Rolling Stock.				Stocks.				Net.													
Freight.				Bonds.				Dividend.													
Pass.				Accounts.				Par.													
Engines.				Surplus Income.				P. c.													
Railroad in progress.				Assets.				Value of Shares.													
2d Track and Sidings.				Rolling Stock.																	
Branch Line.				Railroad.																	
Main Line.																					
Years ending.																					
Dec 31, 1875	Alabama Central	13	4	13	8	3	90	3,000,000	3,000,000	1,000,000	1,000,000	300,000	220,136	41,310	120,786	80,918	7	100	100	100	
Dec 31, 1875	Alabama and St. Louis	15	15	15	15	15	15	10,363,000	10,363,000	1,750,000	1,750,000	1,750,000	1,750,000	373,195	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Albany and Susquehanna (D. & H.)	61	26	61	26	61	26	3,600,000	3,600,000	604,000	604,000	604,000	604,000	373,461	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Allegheny Valley	76	26	76	26	76	26	2,160,000	2,160,000	23,970,000	23,970,000	23,970,000	23,970,000	2,849,322	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Arkansas Midland (3 ft.)	4	0	4	0	4	0	2,160,000	2,160,000	23,970,000	23,970,000	23,970,000	23,970,000	2,849,322	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Ashtabula & Pittsburgh (Pa. Co.)	10	6	10	6	10	6	3,147,808	3,147,808	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atchison and Nebraska	80	41	80	41	80	41	4,371,786	4,371,786	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atchison, Topeka and Santa Fe	80	41	80	41	80	41	4,371,786	4,371,786	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and West Point	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y. & P. & O.)	106	40	106	40	106	40	1,192,438	1,192,438	1,000,000	1,000,000	1,000,000	1,000,000	37,000	1,004,211	298,653	692,461	466,679	7	100	100
Dec 31, 1875	Atlantic and Gulf (N. Y.																				

[illegible]

# AMERICAN RAILROAD JOURNAL.

[illegible][illegible]

Dec. 31, 1878		1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232	3233	3234	3235	3236	
---------------	--	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	--

## Paper Car Wheels.

The Paper World is authority for the statement that paper car wheels are doing excellent service. In making them the paper is pasted sheet upon sheet, to secure the required thickness, and is subjected to powerful pressure in hydraulic presses, by which masses of loose sheets are compressed into a compact body capable of withstanding great pressure. They are provided with iron hubs and steel tires. The first cost of paper wheels is said to be considerably greater than that of iron wheels, but they are said to wear from eight to ten times as long, and have other incidental advantages.

## Statement of the Public Debt of the United States, July 1, 1880.

DEBT BEARING INTEREST.		
	Amount Outstanding.	Accrued Interest.
4 per cent. 1860 bonds, 1861..	\$15,478,000 00	\$467,340 00
5 per cent. bonds, 1861 (Oregon), 1861..	742,150 00	22,273 50
5 per cent. 1861 bonds, 1861..	157,237,100 00	4,717,113 00
5 per cent. 1861 bonds, 1863..	62,202,500 00	1,866,085 50
5 per cent. funded loan of 1861	484,884,000 00	6,440,840 50
4 per cent. funded loan of 1861	250,000,000 00	937,500 00
4 per cent. funded loan of 1867	737,980,800 00	7,379,808 00
Refunding Certificates.....	1,367,000 00	13,670 00
5 per cent. navy pension fund, 1863..	14,000,000 00	210,000 00

Aggregate of debt bearing interest.....	\$1,723,993,100 00	\$19,654,930 83
Interest due and unpaid.....		2,865,595 72

## DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,065 00	\$64,174 81
5 percent. Mexican indemnity stock, 1840..	1,104 91	85 74
5 per cent. bonds, 1847.....	1,250 00	22 00
5 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent. bonds, of 1858 .....	5,000 00	
5 per cent. bonds, 1860.....	10,000 00	600 00
5 per cent. 5-20 bonds, called 1862.....	393,400 00	5,057 68
5 per cent. 5-20 bonds, called June, 1864.....	65,250 00	835 28
5 per cent. 5-20 bonds, called 1866.....	114,550 00	51,117 21
5 per cent. 10-40 bonds, called, 1864.....	2,055,400 00	263,235 58
5 per cent. Consol. bonds, called, 1865.....	612,400 00	6,848 97
5 per cent. Consol. bonds, called, 1867.....	2,330,150 00	237,877 40
5 per cent. Consol. bonds, called, 1868.....	752,300 00	91,995 95
1-10 to 6 per cent. treasury notes, prior to 1840 .....	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1840.....	6,000 00	206 00
5 per cent. treasury notes, 1847.....	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,700 00	99 00
5 per cent. treasury notes, 1861.....	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.....	46,535 00	2,338 85
5 per cent. 2 year notes, 1863.....	36,500 00	1,857 99
5 per cent. compound interest notes, 1863-64.....	242,600 00	49,330 13
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	144,000 00	6,386 14
5 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,980 00	244 19
3 per cent. certificates called.....	5,000 00	394 31

Aggregate of debt on which interest has ceased since maturity.....	\$7,621,455 28	\$514,444 01
--	----------------	--------------

## DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	\$60,975 00
Legal tender notes, 1862-63.....	246,681,016 00
Certificates of deposit.....	14,435,000 00
Gold certificates, 1863.....	8,001,000 00
Silver certificates, 1873.....	12,274,270 00
Unclaimed interest.....	7,777 03
Fractional currency, 1862, 1863 and 1864.....	\$15,600,883 37
Less amount estimated as lost or destroyed, act of June 21, 1879.....	5,375,984 00
	7,214,954 37

Aggregate of debt bearing no interest.....	\$388,900,815 37	\$7,777 03
--	------------------	------------

## RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$235,780,400 00	
Bonds at 5 per cent.....	484,884,000 00	
Bonds at 4 1/2 per cent.....	250,000,000 00	
Bonds at 4 per cent.....	737,980,800 00	
Refunding certificates.....	1,367,000 00	
Navy pension fund, 3 per cent.....	14,000,000 00	
	\$1,723,993,100 00	\$22,023,326 55

Debt on which interest has ceased since maturity.....	7,621,455 28	314,444 01
---	--------------	------------

Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$346,741,691 00	
Certificates of deposit.....	14,435,000 00	
Coin and Silver Certificates.....	20,378,870 00	
Fractional currency.....	7,214,954 37	
	\$388,900,815 37	

Unclaimed interest.....		7,777 03
	\$2,120,415,370 63	\$22,845,547 59

Total debt, principal and interest, to date, including interest due and unpaid.....	\$2,143,260,913 22	
---	--------------------	--

## AMOUNT IN TREASURY.

Interest due and unpaid.....	(2,368,355 72)	
Debt on which interest has ceased.....	7,321,455 28	
Interest thereon.....	514,444 01	
Gold and silver certificates.....	20,378,870 00	
U. S. Notes held for redemption of certificates of deposit.....	14,465,000 00	
Cash balance available July 1, 1880.....	156,440,487 89	
	\$201,033,622 88	

Debt, less amount in Treasury, July 1, 1880.....	\$1,942,172,295 24	
Debt, less amount in Treasury, on the 1st ult., 1880.....	1,952,386,719 85	

Decrease of debt during the month.....	\$10,214,424 51	
--	-----------------	--

Decrease of debt since June 30, 1879.....	\$85,034,961 03	
---	-----------------	--

## BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$776,563 60
Kansas Pacific bonds, 1862-64.....	6,303,000 00	189,090 00
Union Pacific bonds, 1862-64.....	27,236,512 00	817,095 36
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	48,000 00
Western Pacific bonds, 1862-64.....	1,970,560 00	59,116 80
St. Louis and Pacific bonds, 1862-64.....	1,623,320 00	48,840 00
Totals.....	\$64,623,512 00	\$1,938,705 36

Interest paid by United States, \$45,851,153 91; interest repaid by transportation of mails, &c., \$13,615,292 55; interest repaid by cash payments: 5 per cent net earnings \$656,198 87; balance of interest paid by United States \$31,380,664 52.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, June 30, 1880.

JOHN SHERMAN,  
Secretary of the Treasury.

## Grand Trunk Railway of Canada.

The gross receipts, working expenses and net profit of the Grand Trunk Railway of Canada for the month of May, 1879 and 1880, was as follows:

	1880.	1879.
Gross receipts.....	£158,939	£135,434
Working expenses.....	107,240	98,354
Net profit.....	£51,699	£37,080

—showing an increase in gross receipts of £23,505, in working expenses of £8,886, and in net profit of £14,619.

Aggregate for five months from Jan. 1:

	1880.	1879.
Gross receipts.....	£822,755	£708,111
Working expenses.....	576,745	560,522
Net profit.....	£246,010	£147,589

—showing an increase in gross receipts of £114,644, with an increase in working expenses of £16,223, making the increase in net profit £98,421.

The copper product of the Quincy mine for the month of June was 180 tons 35 pounds; of the Osceola, 180 tons 478 pounds; of the Pewabic, 39 tons 850 pounds; and of the Franklin, 24 tons.

## Philadelphia Stock Exchange.

Closing Prices for the week ending July 20.

W. 14 Th. 15 F. 16 Sat. 17 M. 19 Tu. 20

Allegheny Val. 7 1/2-10s.....	119				
7s, Income.....					
Camden & Am. 6s, 1885.....					
6s, 1889.....					
Mort. 6s, 1889.....					
Camden and Atlantic.....					
Preferred.....					
1st mortgage.....					
2d mortgage.....					
Catawissa.....					
Preferred.....					
7s, new.....					
Del. & Bound Brook.....					
7s.....					
Elmira & Williamport.....					
Preferred.....	51 1/2				
Hunt. & B. Top Mt.....					
Preferred.....	9 1/2				
2d mortgage.....					
Lehigh Navigation.....	28 1/2	28 1/2	28 1/2	29 1/2	29 1/2
6s, 1884.....	106				
Gold Loan.....	103 1/2	104			
Railroad Loan.....					
Conv. Gold Loan.....					
Consol. Mort. 7s.....	102 1/2				
Lehigh Valley.....	49 1/2	49 1/2	50 1/2	51 1/2	51 1/2
1st mort. 6s, coupon.....	118 1/2				
1st mort. 7s, reg.....					
2d mort. 7s.....					
Consol. mort. 6s.....					
Consol. mort. 6s, reg.....					
Little Schuylkill.....				44	43 1/2
Minehill & Sch. Haven 49.....				50 1/2	50 1/2
North Pennsylvania.....				48 1/2	
1st mortgage 6s.....					
2d mortgage 7s.....					
Gen'l mort. 7s, coup.....					
Gen'l Mort. 7s, reg.....					
Northern Central.....	33 1/2	33 1/2	33 1/2		
6s.....	78 1/2			79	79 1/2
Northern Pacific.....	26 1/2	27	27	27 1/2	27 1/2
Preferred.....	48 1/2			48 1/2	48 1/2
Pennsylvania R. R.....	54 1/2	54 1/2	54 1/2	55 1/2	55 1/2
1st mortgage.....	101 1/2	101 1/2			
Gen'l mortgage.....					
Gen'l mort. reg.....					
Consol. mort. 6s.....				111 1/2	
Consol. mort. 6s, reg.....					
Penn. States 2d series.....					
do, 3d series.....					
do, 5s, new.....	112 1/2				113 1/2
do, 4s.....					
Phila. and Reading.....	8 1/2	8 1/2	8 1/2	9	9
1st Mortgage 6s.....					
7s, of 1893.....				116 1/2	
7s, new convertible.....					
Consol. mortgage 7s, 110.....	110	110 1/2	110 1/2	110 1/2	
Consol. mortgage reg 110.....					
Gen'l mortgage 6s.....					
Philadelphia and Erie.....				14	
1st mortgage, 6s.....				103	
2d mortgage, 7s.....				110	
Pittab., Cin. & St. L. 7s.....					
Pittab., Titusv. & Ruff. 11 1/2.....	11 1/2	11 1/2	11 1/2	11 1/2	12
7s.....	75				
Schuylkill Navigation.....				4 1/2	4 1/2
Preferred.....					
6s, 1872.....	60				
6s, 1882.....	60				
United Co. of N. Jersey.....	161 1/2	161 1/2	161 1/2	161 1/2	
Hestonville, (Horse).....				21 1/2	
Chestnut & Wal. (do).....					
Green and Conter (do).....					

## Baltimore Stock Exchange.

Closing Prices for the week ending July 20.

W. 14 Th. 15 F. 16 Sat. 17 M. 19 Tu. 20

Baltimore and Ohio.....	156			155	
6s, 1880.....					
6s, 1885.....				108 1/2	
Central Ohio (\$50).....					
1st mortgage.....					
Marietta & Cincinnati.....					
1st mortgage, 7s.....					
2d mortgage, 7s.....	70			68 1/2	
3d mortgage, 8s.....	24 1/2				
Northern Central (\$50) 33.....	33 1/2	33 1/2			
2d mortgage, 6s 1885.....					
3d mortgage, 6s, 1900 112.....					
6s, 1900, Gold.....	110			110	
6s, 1904, gold.....	102 1/2	103 1/2			
Orange and Alex. 1st.....					
2d mortgage, 6s.....					
3d mortgage, 8s.....					
4th mortgage, 8s.....					
O. Alex. & Manassas 7s.....					
Pittab. & Connellsv. 7s.....	56 1/2	56 1/2	56 1/2	56 1/2	
Virginia 6s, Consol.....	85	85	85	85 1/2	87 1/2
Consol. Coupons.....	41 1/2	40 1/2	40 1/2	40 1/2	41 1/2
Deferred Certificates.....					
Western Maryland.....					
1st M., end. by Balt.....					
2d M., do.....	115				
3d M., do.....					
1st M., unendorsed.....					
2d M., end. Wash. Co.....					
3d M., preferred.....	100				
City Passenger R. R.....					27 1/2

Th.15. F.16. Sat.17. M.19. Tu.20. W.21.

	Th. 15	F. 16	Sat. 17	M. 18	Tu. 19	We. 20	Th. 21
Adams Express.....	114	114	114	114	114	114	114
Albany and Susq.....	106	106	106	106	106	106	106
1st mortgage.....	106	106	106	106	106	106	106
2d mortgage.....	106	106	106	106	106	106	106
American Express.....	57	58	58	57	58	58	58
Atlantic & Pacific Tel.....	43	43	43	44	44	44	44
Burl., C.B. & Nor.....	60	61	59	61	62	62	62
1st mortgage 6s.....	59	91	91	91	91	91	91
Canada Southern.....	69	59	61	64	62	63	63
1st mortgage guar.....	92	92	92	92	92	92	92
Central of N. Jersey.....	69	69	70	72	74	75	75
1st mortgage 1890.....	103	103	103	103	103	103	103
7s, consolidated, ass.....	103	103	103	103	103	103	103
7s, convertible, ass.....	103	103	103	103	103	103	103
7s, Income.....	79	79	79	79	79	79	79
Adjustment.....	107	107	107	107	107	107	107
Central Pacific.....	70	70	70	70	70	70	70
6s, gold.....	112	112	112	111	111	111	111
1st M. (San Joaquin).....	103	103	103	103	103	103	103
1st M. (Cal. and Or.).....	103	103	103	103	103	103	103
Land grant 6s.....	103	103	103	103	103	103	103
Chesapeake and Ohio.....	18	18	19	18	18	18	18
Chicago and Alton.....	110	110	112	113	113	113	113
Preferred.....	110	110	112	113	113	113	113
1st mortgage.....	110	110	112	113	113	113	113
Sinking Fund.....	110	110	112	113	113	113	113
Chic., Burl. & Quincy.....	121	121	124	124	124	124	124
7s Consol. 1903.....	121	121	124	124	124	124	124
Ohio, Mil. and St. Paul.....	78	80	80	81	81	81	81
Preferred.....	104	104	104	105	105	105	105
1st mortgage, 8s.....	104	104	104	105	105	105	105
2d mortgage, 7 3-10s.....	104	104	104	105	105	105	105
7s, gold.....	103	103	118	118	118	118	118
1st M. (La Crosse div.).....	114	114	114	114	114	114	114
1st M. (I. and M. div.).....	115	115	115	115	115	115	115
1st M. (I. and D. ext.).....	107	107	107	107	107	107	107
1st M. (H. & D. div.).....	107	107	107	107	107	107	107
1st M. (C. & M. div.).....	111	111	111	111	111	111	111
Consolidated S. F.....	111	111	111	111	111	111	111
Chic. & Northwestern.....	91	91	92	92	93	93	93
Preferred.....	109	110	111	111	112	113	113
1st mortgage.....	107	107	107	107	107	107	107
Sinking Fund.....	107	107	107	107	107	107	107
Consolidated 7s.....	124	124	124	124	124	124	124
Consol. Gold bonds.....	117	117	118	118	118	118	118
Do. reg.....	107	107	107	107	107	107	107
Chic., Rock Isl. & Pac.....	106	106	106	107	109	109	109
6s, 1917.....	106	106	106	107	109	109	109
Clev., Col., C. and Ind.....	68	69	69	69	70	69	69
1st mortgage.....	120	120	121	121	121	121	121
Clev. & Pittsburg guar.....	120	120	121	121	121	121	121
7s, Consolidated.....	16	16	16	17	18	17	17
4th mortgage.....	16	16	16	17	18	17	17
Col., Ohl., & Ind. Cent.....	16	16	16	17	18	17	17
1st mortgage.....	77	77	77	79	81	80	80
2d mortgage.....	77	77	77	79	81	80	80
Col. & Hudson Canal.....	77	77	77	79	81	80	80
Reg. 7s, 1891.....	112	112	112	112	112	112	112
Reg. 7s, 1894.....	112	112	112	112	112	112	112
7s, 1894.....	80	80	80	81	85	83	83
Col., Lack. & Western.....	80	80	80	81	85	83	83
2d mortgage 7s.....	104	104	104	104	104	104	104
7s, Consol. 1907.....	104	104	104	104	104	104	104
Erie Railway.....	123	123	123	123	123	123	123
1st mortgage.....	123	123	123	123	123	123	123
2d mortgage.....	123	123	123	123	123	123	123
3d mortgage.....	123	123	123	123	123	123	123
4th mortgage.....	123	123	123	123	123	123	123
5th mortgage.....	123	123	123	123	123	123	123
7s, Consol. gold.....	110	110	110	110	110	110	110
Great Western 1st mort.....	103	103	103	103	103	103	103
2d mortgage.....	103	103	103	103	103	103	103
Hannibal & St. Joseph.....	35	35	35	35	35	35	35
Preferred.....	69	70	71	71	71	71	71
7s, Convertible.....	64	65	65	65	65	65	65
Houston & Tex. Cent.....	108	108	108	108	108	108	108
1st Mortgage.....	108	108	108	108	108	108	108
Illinois Central.....	106	107	107	107	107	107	107
Lake Shore & Mich. So. 104.....	105	105	106	106	107	106	106
Consol. 7s.....	121	121	121	121	121	121	121
Consol. 7s, reg.....	116	116	116	116	116	116	116
2d Consolidated.....	116	116	116	116	116	116	116
Leh. & W.B. 7s, Con.....	125	125	125	125	125	125	125
Long Dock bonds.....	125	125	125	125	125	125	125
Louisville & Nashville.....	125	125	125	125	125	125	125
7s, Consolidated.....	115	115	115	115	115	115	115
Manhattan.....	30	30	30	30	30	30	30
Metropolitan Elevated.....	91	91	91	91	91	91	91
1st Mortgage.....	99	99	99	99	99	99	99
Michigan Central.....	89	89	91	91	93	93	93
7s, 1902.....	104	104	104	104	104	104	104
M. & N. I. 1st, S.F.....	104	104	104	104	104	104	104
Morris and Essex.....	104	104	104	104	104	104	104
1st mortgage.....	104	104	104	104	104	104	104
2d mortgage.....	104	104	104	104	104	104	104
7s of 1871.....	104	104	104	104	104	104	104
7s, Convertible.....	104	104	104	104	104	104	104
7s, Consolidated.....	104	104	104	104	104	104	104
N. Y. Cent. & Hud. Riv.....	129	129	131	131	132	133	133
6s, Sinking fund, 1883.....	105	105	105	105	105	105	105
6s, Sinking fund, 1887.....	105	105	105	105	105	105	105
1st mortgage.....	105	105	105	105	105	105	105
2d mortgage, reg.....	128	128	128	128	128	128	128
N. Y. Elevated.....	110	110	111	111	111	111	111
1st mortgage.....	110	110	111	111	111	111	111
N. York and Harlem.....	110	110	111	111	111	111	111
Preferred.....	110	110	111	111	111	111	111
1st mortgage.....	110	110	111	111	111	111	111
2d mortgage, reg.....	110	110	111	111	111	111	111

Th. 16, F. 16, Sat. 17, M. 19, Tu. 20, W. 21

[illegible]

Th. 15. F 16. Sat. 17. M. 19. Tu. 20. W. 21.

	Th. 15. F. 16. Sat. 17. M. 18. Tu. 19. W. 20. Th. 21.				
Aitch., Top. and San. Fe. 118	119	119	119	119	119
1st mortgage.....	118	119	119	119	119
2d mortgage.....	118	119	119	119	119
Land Grant 7s.....	145	145	145	145	145
Boston and Albany... 145	145	145	145	145	145
7s, reg.....	92	92	92	92	92
Boston and Lowell.....	137	137	137	137	137
Boston and Maine.....	137	137	137	137	137
Boston and Providence 41	42	42	44	43	44
Boston, Hart. & Erie 7s 41	42	42	44	43	44
Burl. & Mo. R. L. G. 7s.....	121	121	121	121	121
Burl. & Mo. R. in Neb.....	121	121	121	121	121
8s, exempt.....	82	82	83	83	83
do.....	121	121	121	121	121
Ohl., Burl. and Quincy.....	121	121	121	121	121
7s.....	121	121	121	121	121
Ohn., Sand. and Cleve.....	121	121	121	121	121
Concord (\$50).....	35	37	36	36	36
Connecticut River.....	35	37	36	36	36
Eastern.....	94	94	94	93	93
New 4 1/2 Bonds.....	94	94	94	93	93
Fitchburg.....	124	124	124	124	124
Kan. C. Top. & West.....	124	124	124	124	124
Michigan Central.....	30	30	43	41	41
N. Y. & New England. 37	110	110	111	111	111
7s.....	107	110	110	111	111
Northern, N. H.....	110	110	110	110	110
Norwich & Worcester.....	28	26	78	78	78
Ogden & Lake Cham. 28	26	78	78	78	78
Preferred.....	113	114	114	114	114
Old Colony.....	69	69	69	69	69
Ph., Wil. & Balt. (\$50) 69	110	111	111	111	111
Portl'd, Saco & Ports.....	110	111	111	111	111
Pueblo & Ark. Val.....	112	112	112	112	112
7s.....	114	114	114	114	114
Pullman Palace Car.....	91	91	92	92	92
Union Pacific.....	112	112	112	112	112
do.....	112	112	112	112	112
Land Grant 7s.....	111	111	111	111	111
Sinking Fund 8s.....	111	111	111	111	111
Vermont and Canada.....	124	124	124	124	124
Vermont and Mass.....	124	124	124	124	124
Worcester and Nashua.....	124	124	124	124	124
Cambridge (Horse).....	68	68	68	68	68
Metropolitan (do).....	68	68	68	68	68
Middlesex (do).....	114	114	114	114	114
Cal. & Hecla Mining Co. 224	225	225	219	219	219
3 1/2 Inv.....	27	27	27	27	27

Th. 15. F. 16. S. 17. M. 19. Tu. 20. W. 21  
:—

U. S. 4s, 1907, reg.	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 4s, 1907, coup.	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 4 1/2s, 1891, reg.	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 4 1/2s, 1891, coup.	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 1881, reg.	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 1881, coup.	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 6s, 1881, reg.	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 6s, 1881, coup.	104	104	104	104	104
U. S. 6s, 1890, reg.	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 6s, 1890, coup.	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
Dt. of Col. 3-65s, reg.	99	99	99	99	99
Dt. of Col. 3-65s, coup.	98 1/2	99	99	99	99

	July 2.	July 9
Atlantic & Gt. W. 1st mort., Certs. 71	73	67 - 69
Do. 2d mort., Certs. ....	32	31 28 - 30
Do. 3d mort., Certs. ....	15	16 14 - 15
Baltimore and Ohio (sterling) ..	114	112 115 - 116
Central of New Jersey \$100 shares. 68	72	69 - 72
Do. Cons. Mort. Oct. '79 coupon. 165	107	106 107 - 108
Do. Adjustment bonds. ....	107	110 107 - 110
Do. Income bonds. ....	80	85 80 - 85
Det. Gd. Haven & Mil. Equip. bds. 109	111	110 - 111
Do. Con. M. 5 p.c. '11 '84 after 5 p.c. 101	103	102 102 - 104
Erie shares \$100 Recon. Ass. \$6 pd. 42	42	40 - 41
Do. Pref. Shares, R. T. Ass. \$3 pd. 72	74	69 - 70
Do. 1st Con. M. ex-Certs. 6 Cou. 124	136	124 - 136
Illinois Central \$100 shares. ....	108	110 109 - 110
Lehigh Valley Consol. mortgage. ....	111	113 111 - 112
N. Y. Cent. & Hud. Riv. Mt. bonds 128	130	129 129 - 132
Do. \$100 shares. ....	131	133 131 - 133
Do. Mort. bonds (sec.) ..	118	118 117 - 119
N. Y., Lake Erie & West. 1st Con.		
Mort. Funded Coupon bonds. ....	122	124 122 - 124
Do. do. 2d do. ....	85	87 85 - 87
Do. 3d Consol. Mort. bonds. ....	91	93 90 - 92
Po. Gold Income Bonds. ....	75	80 73 - 78
Pennsylvania, \$50 shares. ....	55	56 54 - 55
Do. Con. Sink. Fund Mort. ....	112	114 113 - 115
Philadelphia & Reading \$50 shares. 8	9	7 - 8
General Consol. Mortgage. ....	103	108 108 - 109
Do. Improvement Mortgage. ....	83	85 83 - 85
Do. Gen. Mort. '74, ex-defard. cou. 54	16	54 - 56
Do. Serip for the 6 def. 1 coupons. 65	65	65 - 65
Pittsb. Ft. W. & Chic. Equip. bds. 112	114	112 - 114
St. Louis Bridge 1st mort. gold bonds 107	109	107 - 109
Do. 1st pref. stock. ....	68	72 68 - 72
Union Pacific Land Grant 1st mort. 113	115	114 - 115

The quotation for call loans, at the Stock Exchange on first-class collateral is 232½ per cent; time loans, 2@4 per cent. Prime mercantile paper, 3½@4 per cent.

The market for foreign exchange continues weak, for while the posted rates are 4.83@4.85 for prime bankers' sterling, the actual rates are 4.81¾@4.82¼ and 4.83¾@4.84¼. Cable transfers are 4.84¼@¾, and first class commercial bills 4.79¾@4.80%.

From a statement recently issued by the Treasury Department it appears that the amount of State bank notes outstanding June 30, 1880, was \$299,790; national bank notes, \$344,505,427; demand notes, \$60,975; legal tenders, \$346,681,016; one and two year notes of 1863, \$32,485; compound interest notes, \$142,590; silver certificates, \$12,374,270; fractional paper currency, \$7,214,954; fractional silver currency, \$24,061,449; total currency of all kinds, \$735,522,956. This total is higher than at any time since 1876, and the highest total at any time reached was \$983,318,686 in 1865. In 1860 the total was \$207,102,477, all State bank circulation.

A statement is also made showing that there have thus far been refunded into 5s, 4½s, and 4s, \$1,395,347,800 of bonds bearing higher rates of interest, thereby reducing the interest on the debt from \$99,534,864 to \$79,633,981, a saving in interest of \$19,900,883. The total annual interest at the present time upon the refunded bonds is

\$61,733,912. When at its highest point, August 31, 1865, the annual interest charge was \$150,977,697. The debt, which was then \$2,756,431,571, is now reduced to \$1,919,326,747. The statement shows in addition that there have been bonds sold for resumption purposes since March 1, 1877, amounting to \$90,000,000, the interest upon which amounts to \$3,925,900. This latter sum represents the annual cost of the coin reserve held for the security of circulation. The net annual saving through resumption and refunding operations since March 1, 1877, is \$10,375,453. In addition to the bonds referred to there were issued in 1878, to replace coin used in payment of the Halifax award, 4 per cents of 1907 amounting to \$5,500,000.

The chief of the Bureau of statistics reports that the total values of the exports of domestic provisions and tallow from the United States during the month of June, 1880, were \$13,813,519, and for June, 1879, \$8,119,115. During the twelve months ended June 30, 1880, \$120,673,860, and during the same period in 1879, \$110,031,058.

The following securities have been placed on call at the New York Stock Exchange:

\$13,755,000 common stock, \$9,755,000 preferred stock and \$14,700,000 consolidated mortgage bonds of the Chicago, St. Paul, Minneapolis and Omaha Railway Company. This company is a corporation of the state of Minnesota, and now owns the Chicago, St. Paul and Minneapolis, the North Wisconsin, and the Hudson and River Falls railways, together with the large depot grounds at St. Paul and Minneapolis, and has a lease in perpetuity of the St. Paul, Stillwater and Taylor's Falls railway track from the Minnesota state line to St. Paul. It is also authorized and empowered, under its articles of consolidation, to secure, whether by purchase, construction, retirement by exchange or otherwise, within or without the limit of said state, such railway extensions as may be by the board of directors hereafter ordered, subject only to the conditions that the consolidated company shall in no event issue its bonds to a greater extent than \$15,000 per mile, and its preferred stock to a greater extent than \$10,000 per mile, and its common stock to a greater extent than \$15,000 per mile for any railway hereafter purchased or constructed. Its total authorized consolidated mortgage debt will be, of 6 per cent 50 years bonds dated June 1, 1880, \$30,000,000; its total authorized preferred capital stock \$20,000,000; its total authorized common stock \$30,000,000; total, \$80,000,000. The present company has no floating debt, and has over \$1,000,000 in its treasury for the purpose of purchasing equipment and making improvements. From its \$30,000,000 of bonded debt \$7,700,000 only will be issued for the purpose of retiring the present mortgage debt of the companies forming this consolidation, and \$7,000,000 only for the purpose of retiring an equal amount of the first mortgage bonds of the St. Paul and Sioux City Railroad Company. From its \$20,000,000 of preferred stock, \$3,000,000 only will be issued for the purpose of retiring the present preferred stock of said companies, and \$6,755,000 only for the retirement of an equal amount of the preferred stock of the St. Paul and Sioux City Railroad Company. From its \$30,000,000 of common stock, \$7,000,000 only will be issued for the purpose of retiring the present common stock of said companies, and \$6,755,000 only for the purpose of retiring an equal amount of the common stock of the St. Paul and Sioux City Railroad Company. The property now consists of 272 miles of finished and equipped railroad, and a leasehold right in the St. Paul, Stillwater and Taylor's Falls Railroad of 20 additional miles. Of these 292 miles, 190 are laid with steel rails. The company owns 900,000 acres of land, more than half

of which are first quality pine lands, and the balance principally hard-wood and farming lands. All of these lands are exempt from taxes; those of the Chicago, St. Paul and Minneapolis Railway (being about \$400,000 acres) until 1884, and those of the North Wisconsin Railway until 1800.

State Bonds at the Board were neglected; Railroad bonds were generally lower; Government bonds were strong throughout; and Railroad shares, compared with the quotations of the previous week have advanced considerably in price.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 46 $\frac{1}{2}$ @46 $\frac{1}{4}$ ; Canada Southern, 62@62 $\frac{1}{2}$ ; Central of New Jersey, 73 $\frac{3}{4}$ @74; Central Pacific, 69@70; Chicago and Northwestern, 93 $\frac{3}{8}$ @94; do. pref., 113@113 $\frac{1}{4}$ ; Chicago, Burlington and Quincy, 124@124 $\frac{1}{2}$ ; Chicago and Alton, 112@113; Chicago, Milwaukee and St. Paul, 82 $\frac{1}{2}$ @82 $\frac{3}{4}$ ; do. pref., 105 $\frac{1}{2}$ @105 $\frac{3}{4}$ ; Chicago, Rock Island and Pacific, 108@108 $\frac{1}{4}$ ; Chicago, St. Louis and New Orleans, 30@31; Cleveland, Columbus, Cincinnati and Indianapolis, 68@69; Columbus, Chicago and Indiana Central, 17 $\frac{3}{4}$ @18; Delaware and Hudson Canal, 81@81 $\frac{1}{2}$ ; Delaware, Lackawanna and Western, 84 $\frac{1}{2}$ @84 $\frac{3}{4}$ ; Hannibal and St. Joseph, 34 $\frac{3}{4}$ @35 $\frac{1}{4}$ ; do., pref., 71@71 $\frac{1}{2}$ ; Houston and Texas Central, 60@65; Illinois Central, 106 $\frac{3}{4}$ @107; Lake Erie and Western, 29 $\frac{3}{4}$ @30; Lake Shore and Michigan Southern, 107 $\frac{3}{8}$ @107 $\frac{3}{4}$ ; Louisville and Nashville, 118 $\frac{1}{2}$ @120; Manhattan Railway, 24 $\frac{3}{8}$ @24 $\frac{1}{2}$ ; Morris and Essex, 105 $\frac{3}{4}$ @106 $\frac{1}{4}$ ; Metropolitan Elevated, 86@89; Michigan Central, 92 $\frac{3}{8}$ @92 $\frac{1}{2}$ ; New York Elevated, 108@110; New York Central and Hudson River 131 $\frac{1}{2}$ @131 $\frac{3}{4}$ ; New York, Lake Erie and Western, 43 $\frac{3}{8}$ @43 $\frac{1}{2}$ ; do. pref., 71 $\frac{1}{8}$ @71 $\frac{1}{4}$ ; New York, Ontario and Western, 27 $\frac{3}{4}$ @28; Northern Pacific, 27 $\frac{1}{2}$ @28; do. pref., 49 $\frac{3}{4}$ @50; Ohio and Miss., 33@33 $\frac{1}{2}$ ; do. pref., 71 $\frac{1}{2}$ @73 $\frac{1}{2}$ ; Panama, 178@181; Pacific Mail, 41 $\frac{1}{2}$ @42 $\frac{1}{2}$ ; Philadelphia and Reading, 18 $\frac{1}{8}$ @18 $\frac{1}{4}$ ; St. Louis and San Francisco, 36 $\frac{1}{2}$ @37; do. pref., 47@48; do. 1st pref., 72@75; St. Louis, Iron Mountain and Southern, 52 $\frac{1}{2}$ @52 $\frac{3}{8}$ ; Union Pacific, 91 $\frac{1}{4}$ @91 $\frac{1}{2}$ ; Western Union Telegraph, 107 $\frac{1}{2}$ @107 $\frac{1}{4}$ ; Wabash, St. Louis and Pacific, 40 $\frac{1}{8}$ @40 $\frac{1}{4}$ ; do. pref., 68 $\frac{3}{4}$ @69.

The following quotations of sales of Railroad and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Albany and Susq. 1st consol., 113 $\frac{1}{2}$ ; Boston, Hartford and Erie 1st, 44 $\frac{1}{2}$ ; Buffalo and Erie 7s, new, 120 $\frac{1}{2}$ ; Boston and New York Air Line, 44; Central Pacific State Aid bonds, 105; Cedar Falls and Minnesota 1st, 107 $\frac{1}{2}$ ; Chicago, Burlington and Quincy 5s, 104; do. 8s, 109; Central Iowa 1st, 100 $\frac{1}{2}$ ; Col. Chi. and Ind. Cent. inc., 39 $\frac{3}{8}$ ; do. 1st mort. Trust Co. certif. ass. sup., 89; Chicago, St. Louis and New Orleans, 31; do. 1st, 108; Cairo and Fulton 1st, 110; Chicago, St. Paul, Minn. and Omaha, 41 $\frac{1}{2}$ ; do. pref., 76; Cincinnati, Indianapolis, St. Louis and Chicago, 75; Cincinnati and Springfield 1st, guar. by C., C. and Ind., 110; Chesapeake and Ohio 1st pref., 24; do. 2d pref., 21; do. cur. int., 38 $\frac{1}{2}$ ; do. 1st, Series B, 67 $\frac{1}{2}$ ; Chicago, St. Paul and Minn. 1st, 106; do. L. G. inc., 105 $\frac{1}{4}$ ; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 101 $\frac{1}{2}$ ; Denver and Rio Grande, 66; do.

1st, 104 $\frac{1}{4}$ ; do. 1st consol., 92 $\frac{1}{2}$ ; Detroit, Monroe and Toledo 1st, 121 $\frac{1}{4}$ ; Hannibal and Central Missouri 1st, 110; Houston and Texas Central 2d M. L., 114; International and Gr. Northern 1st, 100 $\frac{1}{2}$ ; do. 2d inc., 70; Ind., Bloom. and Western, 2d, 62; Indianapolis, Decatur and Springfield 2d inc., 65; do. 1st, 100 $\frac{1}{2}$ ; Keokuk and Des Moines 1st, 98; Joliet and Chicago 1st, 105; Kansas Pacific 1st consol., 95 $\frac{3}{4}$ ; do. 6s, J. & D., 1896, with coupon certif., 117; do. 6s, Denver Div., ass., do., 108 $\frac{1}{2}$ ; do. ex-coupon, 100; Laf., Bloom. and Muncie 1st, 101 $\frac{1}{2}$ ; Louisville and Nashville 2d, 104; Louisville, New Albany and Chicago, 100; Lake Erie and Western, 29 $\frac{3}{4}$ ; do. inc., 62 $\frac{1}{2}$ ; do. 1st, 103; Lehigh and Wilkesbarre consol. ass., 96; Marietta and Cincinnati 1st pref., 8 $\frac{1}{2}$ ; do. do. 2d pref., 6; Mobile and Ohio, 22; do. 1st debent., 79; do. 2d debent., 46; do. 3d debent., 38 $\frac{1}{4}$ ; do. 4th debent., 30 $\frac{1}{4}$ ; do. 1st mort., 101 $\frac{3}{4}$ ; Missouri, Kansas and Texas, 37 $\frac{1}{2}$ ; do. consol. ass., 105 $\frac{1}{2}$ ; do. 2d, 66; Michigan Central 8s, 108; Nashville, Chattanooga and St. Louis, 67; do. 1st, 110; New York, Ontario and Western, 28; North Wisconsin 1st, 117 $\frac{1}{2}$ ; Ohio and Mississippi, Springfield div., 1st, 83; Ohio Central, 21 $\frac{1}{2}$ ; do. 1st, 89; Oregon Railway and Nav., 115; do. 1st, 96 $\frac{3}{4}$ ; Peoria, Decatur and Evansville inc., 60 $\frac{1}{4}$ ; Quincy and Toledo 1st, 106; Syracuse, Binghamton and New York 1st, 116; St. Paul, Minn. and Man., 107 $\frac{1}{2}$ ; St. Paul and Sioux City 1st, 103 $\frac{1}{2}$ ; St. Louis and Iron Mt. 1st pref. inc., 83 $\frac{1}{4}$ ; do. 2d pref. inc., 80 $\frac{1}{2}$ ; do. Arkansas Branch 1st, 105 $\frac{3}{8}$ ; do. Cairo, Arkansas and Texas 1st, 104; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 107 $\frac{1}{4}$ ; do. Omaha div. 1st, 110 $\frac{3}{4}$ ; do. R. E. 7s, 1895, 109; St. Louis and San Francisco 2d, class B, 78; do. C, 75; do. Equip., 100 $\frac{1}{2}$ ; Texas and Pacific 26; do. Inc. L. G., 58; do. consol., 80; Toledo, Peoria and Warsaw 1st E. D., pur. com. rec., 131; Union Pacific Col. Trust 6s, 104 $\frac{1}{2}$ ; Alabama, Class A, 59; Georgia 7s, new, 109 $\frac{1}{2}$ ; Missouri 6s, funded, 111; North Carolina 6s, old, J. & J., 26 $\frac{3}{4}$ ; Sutro Tunnel, 1 $\frac{1}{4}$ ; Am. Dist. Tel., 72; Colorado Coal and Iron, 29 $\frac{1}{2}$ ; New Central Coal, 25; Caribou Mining Co., 2; Central, 5 $\frac{3}{4}$ ; Excelsior, 17; Homestake, 34 $\frac{1}{2}$ ; Little Pittsburgh, 4 $\frac{1}{2}$ ; Ontario, 34; Standard, 26 $\frac{1}{2}$ .

Philadelphia.—Am. S. S. Co., 30; Central Transp., 48 $\frac{1}{2}$ ; Elmira and Williamsport 5s, 85; Empire Car Trust, 101; Oil Creek 1st mort., 99; Pennsylvania Canal 6s, 82; Pennsylvania dividend scrip, 110 $\frac{1}{2}$ ; Philadelphia and Reading scrip, 20; do. income 7s, 89; do. consol. gold 6s, 102 $\frac{1}{4}$ ; Pennsylvania and New York Canal 7s, 1906, 123; Railway Car Trust 5s, 100; St. Paul and Duluth R. R., 30 $\frac{1}{4}$ ; Texas Pacific 1st mort., 104 $\frac{1}{2}$ ; Warren and Franklin 7s, 103. The latest quotations are: City 6s, 106@110; do. free of tax, 124@125; do. 4s, new, 104@107; Pennsylvania State 6s, 2d series, 101 $\frac{1}{4}$ @101 $\frac{1}{2}$ ; do. 3d series, 106 $\frac{1}{2}$ @108; do. 5s, new loan, 113 $\frac{1}{2}$ @114; do. 4s, new, 106 $\frac{1}{2}$ @108; Philadelphia and Reading, 8 $\frac{1}{2}$ @9; do. consol. mort. 7s, comp., 111@—; do. reg., 111@—; do. mort., 6s, 100@104; do. 7s, 1893, 115 $\frac{1}{4}$ @116; do. 7s, new conv., 23@28; United New Jersey R. R. and Canal, 161 $\frac{1}{2}$ @—; Pittsburg, Titusville and Buffalo R. R., 12 $\frac{1}{2}$ @12 $\frac{1}{4}$ ; do. 7s, 75@76; Camden and Amboy mort. 6s, 1889, 113@—; Pennsylvania R. R., 55 $\frac{1}{2}$ @

55½; do. 1st mort., 101½@101½; do. gen'l mort., coupon, 117½@118; do. reg., 120½@121½; do. consol. mort. 6s, reg., 113½@118½; Little Schuylkill R. R., 43½@43½; Morris Canal, 50@64; do. pref., 140½@151; Susq. Canal 2@6; do. 6s, 50@—; Schuylkill Nav., 2@4; do. pref., 4@5; do. 6s, 1882, 61@62; do. 1872, 94@96½; Elmira and Williamsport pref., 50@54; do. 6s, 109@—; do. 5s, 85@—; Lehigh Coal and Navigation, 29½@—; do. 6s, 1884, 106@106½; do. R. R. loan, 110@112; do. Gold Loan, 104½@105; do. consol. 7s, 102½@103; Northern Pacific, 27½@27½; do. pref., 49½@50; North Pennsylvania, 48½@49; do. 6s, 105½@106½; do. 7s, 119@—; do. Gen'l mort. 7s, reg., 113½@—; Philadelphia and Erie, 183½@14; do. 6s, 103@103½; do. 7s, 109@110; Minehill, 50¼@50½; Catawissa, 5@9½; do. pref., 88½@40; do. new pref., —@39; do. 7s, 1900, 114@115; Lehigh Valley 52½@52½; do. 6s, coupon, 117¼@118; do. reg., 117½@118½; do. 2d mort. 7s, 128@129; do. consol. mort., 111¼@112; Fifth and Sixth streets (horse), 115@117; Second and Third, 105@—; Thirteenth and Fifteenth, 75@80; Spruce and Pine, 54¼@—; Green and Coates, 100¼@103; Chestnut and Walnut, 76¼@80; Hestonville, 20½@21½; Germantown, 66½@68; Union, 100@112; Lombard and South, 12@18; West Philadelphia 75½@77; People's, 123½@13½; Ridge Av., 70@80; Continental, 96@100.

**Baltimore.**—Baltimore and Ohio 1st pref., 117; do. 2d pref., 107; Charlotte, Columbia and Augusta 2d, 95; Maryland Defense 6s, 105½; Virginia and Tennessee 2d, 100½; Virginia 10-40 coupons, 92; Virginia Peelers, 22½; Virginia Peeler coupons, 8. The latest quotations are: Western Maryland 1st, undorsed, 110@—; do. 2d pref., —@100¼; do. 2d guar. by Washington Co., 110@—; Baltimore and Ohio, 154@—; do. 6s, 1885, 108¼@109; Northern Central, 83½@84; do. 6s, 1900, gold, —@110½; do. 6s, 1904, gold, 103½@104½; do. 5s, 78@—; Marietta and Cincinnati 1st mort., 1892, 108½@109; do. 2d mort. 7s, 69½@70½; do. 3d mort. 8s, 34@35; Pittsburgh and Connellsville 7s, 115½@116; Orange, Alex. and Manassas 7s, 78@78½; Virginia consol. 6s, 56½@56½; Virginia Consols coupons, 87½@88½; Virginia 10-40 bonds, 41@41½; Virginia 10-40 coupons, 91@92; City 6s, 1886, 108@—; do. 1890, 115½@116; do. 6s, 1900, new, —@119½; do. 5s, 1894, 112¼@112¾; do. 1900, 113@—; do. 1916, 114@—; City Pass. R. R., 37@38; Citizens Passenger R. R., 19½@21.

**Boston.**—Atchison and Nebraska, 7s, 1907, 114½; Atchison, Topeka and Santa Fe guar., 110½; do. 8s, inc., 106¼; Boston Land, 6¾; Boston and Maine 7s, 121; Boston Water Power, 9½; Burlington and Missouri in Nebraska deferred, 73½; do. 6s, non-exempt, 103; Boston, Revere Beach and Lynn, 101¼; Cincinnati, Ind., St. Louis and Chicago 6s, 95; Chicago, Burlington and Quincy 4s, 88½; Chicago, Clinton, Duquesne and Minnesota, 77½; do. 7s, 1910, 103¼; Chicago and West Michigan, 60; Connecticut and Passumpsic Rivers R. R. pref., 70; do. 7s, 1893, 111½; Detroit, Lansing and Northern pref., 108; Flint and Pere Marquette, 22; Fort Wayne and Jackson pref., 40¼; Highland Street R. R., 125; Iowa Falls and Sioux City 7s, 109; Kansas City, Lawrence and Southern, 76; do. 4s, 91; Kansas

City, St. Joseph and Council Bluffs, 7s, 111½; Kansas City, Fort Scott and Gulf, 47; do. pref., 80; do. 7s, 108½; Little Rock and Ft. Smith, 47½; do. 7s, 99½; Marquette, Houghton and Ontonagon, 19; New Mexico and Southern Pacific 7s, 110; New York and New England 6s, 103; New Bedford 7s, 1894, 101; Ogdensburg and Lake Champlain 8s, 1890, 101; do. 6s, 1897, 103; Republican Valley 6s, W. D., 102¾; do. E. D., 103; Rutland, 5½; do. pref., 23½; do. 6s, 1902, 94½; do. 5s, Aug., 1880, coupon, off., 61; Summit Branch, 11½; Sioux City and Pacific 6s, 95; Wisconsin Valley pref., 83; do. 7s, 108; Boston City 6s, 1893, cur., 120½; do. 1906, 122½; do. 5s, 1884, 104½; Chicago 7s, 1884, 106½; Cleveland 7s, 1893, 118¾; Cincinnati 7.30s, 1899, 124; Hartford 6s, 1896, 117½; St. Louis City 6s, 1895, Sterling, 110½; Allouez Mining Co., 4¾; Brunswick Antimony, 25; Blue Hill, 3; Copper Falls, 12; Central, 39; Duncan Silver, 2¾; Franklin, 14¼; Haron, 4½; Harshaw, 30; Minnesota, 3; National, 2½; Osceola, 39; Pawabic, 18½; Phoenix, 3; Ridge, 5; South Hite, 1½; Silver Islet, 29.

#### Chicago, Burlington and Quincy Railroad.

The gross earnings, working expenses and net earnings of the Chicago, Burlington and Quincy Railroad for the month of June, 1879 and 1880, were:

	Gross earnings.	Working expenses.	Net earnings.
1880...	\$1,259,528 95	\$700,000 00	\$559,528 95
1879...	1,160,967 87	611,927 82	549,040 55

Inc.. \$98,561 08 \$88,072 68 \$10,488 40

And for the six months ending June 30, the earnings, expenses, etc., were:

	Gross earnings.	Working expenses.	Net earnings.
1880...	\$7,973,777 50	\$4,098,083 09	\$3,875,694 41
1879...	6,510,238 63	3,629,366 42	2,880,872 26

Inc \$1,463,538 82 \$468,716 67 \$994,822 15

At the recent session of the Legislature of New York an act was passed authorizing the sale of the Genesee Valley Canal to any company paying \$100 per mile for it from the city of Rochester to the State line, a distance of about 114 miles. said company guaranteeing the building of a railroad along its line within two years from the organization of the same. A meeting of about twenty of the prominent citizens of Western New York met in Orleans on Wednesday of last week and organized a company for the purpose of accepting the provisions of the act. The capital stock was fixed at 11,000 shares at \$100 per share, which was all subscribed and ten per cent paid in.

The directors of the Morris and Essex Railroad Company, recently elected, are: Samuel Sloan, Moses Taylor, Wm. E. Dodge, Percy R. Payne, George Bliss, W. W. Phelps, A. Robertson, Beach Vanderpool, B. G. Clarke, A. Reasoner, M. Taylor Pyne, S. Griffith and W. W. Shippen. Samuel Sloan was re-elected President.

The earnings of the Chesapeake and Ohio Railway for the month of June, 1880, were \$211,645 44, against \$148,456 97 for June, 1879, an increase of \$63,188 47. For the six months ending with June, 1880, the earnings were \$1,253,534

25, against \$812,810 10 for the corresponding period of 1879, an increase of \$440,724 15.

A Quincy, Ills., dispatch says that the act of incorporation of the Chicago and Hannibal and St. Joseph Railroad Company, formed for the purpose of building a road from Quincy to Chicago, has been filed in the Circuit Clerk's Office. The incorporators are Wm. Dowd, Jay Gould, Russell Sage, Myron P. Bush, Sidney Dillon and Elihu Root, of New York; John B. Lyon, Chas. R. Farwell, Geo. C. Walker and Samuel J. Medill, of Chicago; John B. Carson and James W. Singleton, of Quincy.

A mortgage dated May 1, 1880, from the New York City and Northern Railroad Company to the Central Trust Company, upon a line of railroad in New York, Westchester and Putnam Counties, upon stations, buildings, rolling stock, etc., to secure 500 bonds of \$500 each, and 3,750 bonds of \$1,000 each, was recorded in this city on the 21st inst. The bonds are payable in 1910, with interest at 6 per cent, and aggregate \$1,000,000.

At the recent annual election of directors of the Metropolitan Elevated Railway Company the following gentlemen were chosen: William R. Garrison, John Baird, Jose F. Navarro, William Foster, Jr., George M. Pullman, Horace Porter, John P. Kennedy, William Adams, Jr., George J. Forrest, Charles H. Clayton and Mortimer Ward. For Inspectors of election—George D. Davis, Jr., and Daniel Scannell.

A certificate of incorporation has been filed with the Secretary of State of Ohio of the Circleville, Tarlton and Adelphi Telegraph Company, (termini, Circleville, Pickaway county, and Adelphi, Ross county,) capital \$1,000, in shares of \$10 each. Also of the Cincinnati, Fayetteville, Hillsboro and Huntington Railway Company, increase of capital stock \$1,500,000, making a total capital of \$5,250,000.

At a meeting of the stockholders of the Continental Railroad Company, in this city on the 21st inst., the following officers were chosen: Hugh McCulloch, president; J. T. Sneed, vice-president; A. H. Day, Treasurer; William Thorpe, secretary, and James E. Abbott, chief engineer.

The Little Chief Mining Company has declared its regular monthly dividend, No. 6, of \$100,000, or 50 cents per share, payable on the 24th inst., at the office of the Mining Trust Company.

The first mortgage bonds of the Seaboard and Roanoke Railroad Company will be paid on maturity, 1st of August next, together with last coupon due that date, at Farmers' and Planters' Bank of Baltimore.

William Bliss of Springfield, Mass., has been elected President, and James S. Russell, of Springfield, Mass., Vice President of the Boston and Albany Railroad Company.

The Tehuantepec Railroad Company has contracted for 15,000 tons of steel rails in England.

**Railroad Ties and Telegraph Poles.**

But few people comparatively have any idea of the amount of timber used in the construction of a single railroad. We hear that our forests are rapidly disappearing, and we know that material for building and fuel causes the sacrifice of many leafy monarchs of the forest; yet only the initiated knows that it yearly takes 200,000 acres of forests to supply crossties for the railroads of the United States. We interviewed a gentleman who has been in the business for thirty years, and concluding that his observations and experience would be of interest, we give the substance of his talk. It takes 15,000,000 ties to supply the demand on our railroads, for which on an average, the contractors get thirty-five cents apiece, making in the aggregate \$5,250,000. In building a new road the contractors figure on 2,700 ties to the mile, while it takes 800 ties to the mile to keep a constructed road in repair. Contractors, of course, buy pieces of timber land as near to the proposed line of road as possible, paying for the timber an average of about \$20 per acre, or giving the proprietor of the land ten cents for every tie got out. The average of a good piece of timber land is 200 ties to the acre and twelve ties to the tree. The size of a cross tie differs on different roads, but the usual size demanded is eight feet six inches long and eight inches face. White or burr oak is considered the best timber for the purpose, although cherry, maple, ash and even locust have been used. The last named were first used on the Little Miami Railroad, and after a time thrown aside as unfit for the purpose. Railroad men much prefer ties hewn out with an axe to those sawed in a mill, and many contend that the first named will considerably outlast the sawed ties. This theory is probably a mistaken fallacy, as sawed ties have been placed alongside of hewn ties, and remained sound twice as long. This business gives employment to an army of choppers, who are paid ten cents apiece for each tie. A continued practice makes the choppers expert in the use of the axe, and a single man has been known to get out 85 ties in a day; yet the average is only 10, while an expert will probably get out 20. During the war, when ties sold at from 50 to 65 cents, choppers were paid 12½ cents apiece. Although the contractor gets 35 cents apiece from the railroads for each tie, still there is a loss of from five to seven per cent on dockage and steelage. An inspector is sent by the company to inspect the ties. This is generally a clerk from some of the offices, who frequently knows but little as regards the strength or durability of timber, and, as a consequence, some of the best ties are docked and only bring twenty cents apiece. The steelage is where the section men put in new ties which have not been inspected and received, and fail to report the use of the same to the road master. Most all cross-tie men also contract for bridge timbers and trestling, as well as telegraph poles. For the latter chestnut and cedar are mostly used. They bring about \$1 75 apiece, and are cut mostly in the Tamaraca swamps of Michigan and the forests of southern Kentucky and Tennessee. Large sums of money have been made by lucky contractors above described, and each only adds to increased demands. Ohio has over 4,000,000 acres wood land, yet the ever increasing demand for railroad purposes alone, if supplied entirely from our forests, would leave us without a single stick to mark the existence of our once dense forests.—[Cincinnati Commercial.]

**The First American Locomotive.**

The first locomotive built in America for a purely experimental purpose was the "Tom Thumb," which was constructed by the now venerable Peter Cooper. This little machine was built for the purpose of testing the feasibility of a locomotive sustaining itself while running over curves, which was a mooted point among the engineers and scientists of that day. The engine weighed less than a ton, the cylinder was only

three and a half inches in diameter, the boiler was about as "large as an ordinary kitchen boiler," and was vertical, with gun barrels for tubes. The first trial was made on the Baltimore and Ohio Railroad, from the depot at Baltimore to Elicott's Mills, August 28, 1830.

**Coffee Production of the World.**

The four great coffee producing countries of the world are Brazil, Java, Sumatra and Ceylon. The data and figures for 1879 show that Brazil itself has produced an extraordinary quantity of beans. Hitherto 250,000 tons have been considered as a good yearly figure for Brazil; last year the export alone amounted to 273,000 tons. But the consumption of coffee in the country itself now amounts to 60,000 tons, raising the total yearly products of Brazil to 333,000 tons. Fortunately for the planters in other parts of the world, coffee has grown into a necessity in the United States, and hence its price has risen. Although the soil of Brazil, especially for coffee culture, is very extensive, yet the difficulty of obtaining labor daily becomes greater, and this renders it doubtful whether the above figure can be much exceeded.

The crop of Java and Sumatra was estimated at 94,000 tons for export. The consumption of the inhabitants, although the population is double that of Brazil, is not half of that of the latter country.

The production in Ceylon, though greater than that of 1878, shows a falling off when compared with former years. There were in all 41,200 tons exported from the island, the native consumption being very small.

Coffee is, besides, grown in Central America, in several of the South American Republics, in the British and other colonies of the West Indies, in Hayti, Cuba, Porto Rico, Arabia, Mauritius, Reunion and along the northeast coast of Africa, in Liberia and the African West Coast, in Manila, Celebes and several of the islands of the Pacific, and, lastly, in British India. But the total production of all these regions does not reach half of the export of the four chief countries named above.

**Iron and Steel.**

The Bulletin of the Iron and Steel Association publishes an account of the total imports of iron and steel from all countries during the period embraced between July 1, 1878, when the effects of the "boom" were just beginning to be noticed in the increase of imports, and May 1, 1880. This statement shows the quantity and value of the principal articles of iron and steel (except tinplate) in the ten months ended May 1 of the fiscal years 1879 and 1880 to be:

—Gross Tons—		—Values—	
1879.	1880.	1879.	1880.
101,085	1,128,639	\$2,934,516	\$25,227,144

"The total quantity of the same articles exported from England to the United States in May, 1880, was 152,058 gross tons. Adding this quantity to the total imports into this country for the ten months ended May 1, 1880, we have 1,280,697 gross tons as our total imports of iron and steel (except tinplate) in the eleven months from July 1, 1879 to June 1, 1880, which is over a million tons more than similar importations during the corresponding period of the fiscal year 1879."

The articles which do not have their weight recorded in the report of the United States Bureau of Statistics, such as steel blooms, steel wire and many other very important products, have been arranged by the Bulletin in the following table,

which shows the value of their imports in the ten months ended May 1 of the year 1880, compared with the same period of the fiscal year 1879. The imports for the fiscal year 1880 are thus far two and a half times as great as those for the same period of the fiscal year 1879:

	1879.	1880.
Hardware.....	\$102,823	\$146,761
Machinery.....	454,394	924,346
Firearms.....	504,931	693,830
Steel ingots, etc.....	954,179	3,155,999
Cutlery.....	1,047,114	1,427,849
Files.....	77,382	131,721
Saws and tools.....	4,642	4,725
Unenumerated.....	1,805,321	3,987,379
Total.....	\$4,950,736	\$10,482,610

The total value of all the imports of iron and steel and of manufactures of iron and steel mentioned above is \$35,709,754 for the ten months of the fiscal year 1880, and \$7,885,252 for the corresponding ten months of the fiscal year 1879. The increase in importations of iron and steel products (not including tinplate) during the ten months of the present fiscal year over the ten months of the last fiscal year was in round numbers \$28,000,000.

**The Coal Trade.**

The leading coal carrying companies make the following reports of their tonnage for the week ending July 10, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1880.	1879.
Reading Railroad...	112,976	3,880,348	4,504,916
Schuylkill Canal....	8,700	200,739	450,567
Lehigh Valley.....	94,069	2,478,284	2,435,689
Del., Lack. & Western.	53,426	1,675,855	1,818,801
Shamokin Valley....	14,702	894,834	431,119
Central New Jersey..	60,244	1,677,628	1,942,791
United R. R. of New Jersey.....	18,979	509,843	474,997
Pennsylvania Coal ..	20,487	490,762	717,108
Delaware and Hudson	45,516	1,484,305	1,617,101
Huntingdon & Broad Top Mt.....	4,299	242,114	168,320
Penn. and New York.	19,184	651,016	711,552
Clearfield, Pa.....	31,840	730,300	771,693

The total tonnage of anthracite coal from all the regions for the week ending July 10, as reported by the several carrying companies, amounted to 391,144 tons, against 531,635 tons in the corresponding week last year, a decrease of 140,491 tons. The total amount of anthracite mined for the year is 10,805,811 tons, against 12,865,987 tons for the same period last year, a decrease of 2,060,176 tons. The quantity of bituminous coal sent to market for the week amounted to 86,839 tons, against 75,611 tons in corresponding week last year, an increase of 11,228 tons. The total amount of bituminous mined for the year is 2,070,621 tons against 1,745,591 tons for the corresponding period last year, an increase of 325,030 tons. The total tonnage all kinds of coal for the week is 477,983 tons, against 607,246 tons in corresponding week last year, a decrease of 129,263 tons, and the total tonnage for the coal year is 12,876,432 tons against 14,611,578 tons to same date last year, a decrease of 1,735,146 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the first week of July was 92,820 tons, of which 67,159 tons were coal and 25,661 tons coke. The total tonnage for the year thus far has been 3,501,419 tons of which 2,629,197 tons were coal and 872,212 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended July 10 were 33,546 tons, and for the year to that date 1,062,427 tons—281,101 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 17,535 tons, and for the year 691,538 tons, an increase of 223,312 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 13,201 tons,

and for the year 253,412 tons, an increase of 25,240 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 2,711 tons, and for the year 117,477 tons, an increase of 32,585 tons as compared with 1879.—Phil. Ledger, July 19.

#### Baltimore and Hanover Railroad.

The first annual report of the president and directors of the Baltimore and Hanover Railroad Company, up to March 31, 1880, has been published. The capital stock authorized under the article of association was \$120,000, and the paid up subscription to the capital stock up to the expiration of the fiscal year ended March 31 last amounts to \$85,848 20. The entire length of road, a fraction over twenty miles, was finished and opened for business on December 1, 1879. The gross monthly earnings have been as follows: December, \$2,795 74; January, \$2,467 51; February, \$2,695 73; March, \$3,811 72; April, \$3,257 66. The results for the first five months indicate an annual net revenue equivalent to the interest on the mortgage bonds at six per cent and the same rate on the capital stock. Nearly one-third of the road has already been ballasted with broken stone and a line of telegraph has been established along the road. The officers are: President, A. W. Eichelberger, Hanover, Pa.; Vice President, W. H. Vickery, Baltimore; Secretary, L. F. Melsheimer, Hanover, Pa.; Treasurer, R. M. Wirt, Hanover, Pa.

#### Cleveland, Columbus, Cincinnati and Indianapolis Railroad.

The directors of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Co. have voted to pay no dividend in August. The following is the comparative statement of the earnings, including the leased line—the Cincinnati and Springfield Railroad:

Gross earnings for the six months of 1880.....	\$2,315,000
Expenses, taxes and interest.....	2,226,271
Net surplus June 30, 1880.....	\$38,729
Gross earnings for the first six months of 1879.....	\$1,809,919
Expenses, taxes and interest.....	1,969,440
Deficit June 30, 1879.....	\$159,521
Showing net gain in operating for the first six months of 1880 over 1879 of.....	\$248,250

#### Woodruff Parlor and Sleeping Cars.

The Pittsburg Chronicle notices the passage through that city of two Woodruff Parlor and Sleeping Cars Manufactured by the Harlan & Hollingsworth Company of Wilmington, Del., for the Wisconsin Central Railroad Company, at a cost of \$11,000 each. The following description of the cars is given by the Chronicle:

They are both fitted out elegantly in walnut and mahogany and the ceilings are made of the veneer wood used in perforated seats, and are decorated with Chinese designs. The design of the car is of the latest improvements, while the sleeping accommodations are after the original Woodruff pattern. The bedding for the upper and lower berths is stowed away very ingeniously on a line with the floor and under the seats—the upper berth depending for support on the floor. In this way the upper part of the car is clear and unencumbered, and adds light and ventilation as well as a generally more cheerful appearance to the car. The weight of the car is six tons lighter than the ordinary sleeper, and is entirely free from the oscillating movement, as the weight is on the floor and directly on the trucks. The cars

are fitted with electric bells by which the porter can be instantly summoned, and altogether they are the most modernized sleeping cars that we have ever seen. The Woodruff Sleeping Car Company is a Pittsburgh concern, of which Mr. Frank Rahm is President. The general office of the company is in this city, on the corner of Market and Water streets. They have now 64 of these cars running on different eastern and western roads—prominent among the former are Camden and Atlantic and the Manhattan Beach railroads.

#### Pennsylvania Railroad.

The stock of the Pennsylvania Railroad Company is rapidly attaining the position of an investment security. The admirable management of the company by the present officers has produced the brilliant success of this year, and is a safe guarantee that their energies in the future will insure quite as favorable results. Under the circumstances it is only reasonable to expect that the present rate of dividend will be not only maintained, but there is a strong chance of its being increased. If such expectations should be realized, and there is no good reason why they should not be, then Pennsylvania Railroad stock must be the most judicious investment that can now be found on the Philadelphia list. Its future must continually show greater profits as its feeders permeate more and more thickly settled localities, thereby securing a traffic that will always remain with it and become quite as valuable as any local trade of the main road.—[Philadelphia Record.

#### A New Patent Light.

The members of the Pittsburg Water Committee recently visited a car on the Pennsylvania Railroad lighted by the Westinghouse Air Brake Company, who have a patent for manufacturing gas by passing compressed air through a vessel containing sponges saturated with gasoline. They were greatly pleased with the light. It is a brilliant, pure white light, and does not blind like the electric light. It will probably be used extensively in cars, but it is stated that it cannot be applied to street purposes.

It is stated that the Boston and Maine Railroad company has decided to erect an iron bridge within the coming year over the Merri-

mack River between Haverhill and Bradford, to take the place of the present wooden structure. The probable cost will be from \$80,000 to \$100,000, according as the bridge is made for a single or double track.

#### LITTLE CHIEF MINING COMPANY.

Room No. 54 BOREAL BUILDING, 115 BROADWAY, }  
NEW YORK, July 15, 1880. }

THE BOARD OF TRUSTEES HAVE THIS DAY declared a MONTHLY DIVIDEND (No. 6) of ONE PER CENT. on the TEN MILLION DOLLARS (\$10,000,000) capital stock of this company, amounting to ONE HUNDRED THOUSAND DOLLARS (\$100,000,) or FIFTY CENTS Per Share, out of the sixth month's net earnings, payable at the Mining Trust Company, on the 24th inst.

Transfer-books will close July 20, and re-open July 26.  
D. F. VERDENAL,  
Secretary.

NOTICE.—THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY declared this day a semi-annual dividend of five (5) per cent. upon the stock of the company, payable on and after the 2d of August next.

Dividends on stock registered in New York will be paid at the office of the company, No. 52 Wall-st., Room No. 10.

The transfer-books will be closed from the 21st of July to the 5th of August, both days inclusive.

H. VICTOR NEWCOMB,  
New York, July 7, 1880. President.

OFFICE OF THE CENTRAL PACIFIC RAILROAD CO., }  
No. 9 NASSAU-ST., New York, July 3, 1880. }

THREE DOLLARS PER SHARE WILL BE PAID on presentation of Dividend Warrant No. 10, on or after Aug. 1, at this office, or at the office of the company in San Francisco. Stock books closed from July 15 to Aug. 1, both inclusive, as per order of Board of Directors.

C. P. HUNTINGTON, Vice-President.

THE LAKE SHORE AND MICHIGAN SOUTHERN }  
RAILWAY COMPANY,  
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,  
New York, June 26, 1880. }

THE DIRECTORS OF THIS COMPANY HAVE this day declared a DIVIDEND of 4 PER CENT upon its capital stock, payable on the SECOND DAY of AUGUST next at this office. The Transfer Books will be closed at 3 o'clock p. m. on SATURDAY, the 3d day of July next, and will be reopened on the morning of FRIDAY, the 6th day of August next.  
E. D. WORCESTER, Treasurer

## HOME INSURANCE COMPANY OF NEW YORK, Office, No. 119 BROADWAY.

### FIFTY-FOURTH SEMI-ANNUAL STATEMENT, SHOWING THE CONDITION OF THE COMPANY ON THE FIRST DAY OF JULY, 1880.

CASH CAPITAL.....	\$3,000,000 00
Reserve for Re-Insurance.....	1,856,954 60
Reserve for Unpaid Losses.....	166,391 83
Net Surplus.....	1,366,888 06
CASH ASSETS.....	\$6,390,233 89

#### SUMMARY OF ASSETS

Held in the United States available for the PAYMENT OF LOSSES BY FIRE and for the protection of Policy Holders of FIRE INSURANCE:

Cash in Banks.....	\$329,682 45
Bonds and Mortgages, being first lien on Real Estate, (worth \$4,144,950).....	1,852,928 00
United States Stocks, (market value).....	2,724,500 00
Bank Stocks and Railroad Stocks, (market value).....	339,576 25
State and Municipal Bonds, (market value).....	191,350 00
Loans on Stocks, payable on demand, (market value \$906,896 49).....	652,250 00
Interest due on 1st July, 1880.....	83,3104 7
Balance in hands of Agents.....	142,106 68
Real Estate.....	66,103 16
Premiums due and uncollected on Policies issued at this office.....	8,429 88

#### TOTAL

\$6,390,233 89

A Dividend of Five per cent. has been declared, payable on demand.

J. H. WASHBURN, Secretary.

CHAS. J. MARTIN, President.

**Watering Stock in Transit.**

The Baltimore and Ohio Railroad Company have built at Piedmont three live stock cars under the patent of George F. Patterson, of this city, which will be sent to Parkersburg to be loaded with stock for transportation to Baltimore. All the stock will be watered at the same time from troughs suspended from a framework erected at Keyser, West Va., for that purpose. If the experiment with these cars proves successful, the railroad company will adopt the patent upon all their stock cars.—[Baltimore Sun.]

The surveys running the line from Reno for the northern section of the Nevada and Oregon Railroad are now in Long valley, about 35 miles from Reno. The party on the southern section are south of Washoe lake. No difficulty is being encountered by either party, and both are getting along well.

The stockholders of the Boston and Albany Railroad Company have ratified the purchase of the Springfield and Northeastern Railroad, as well as the lease of the Spencer Railroad for ten years.

**Brown, Brothers & Co.,**

NO. 59 WALL ST., N. Y.

BUY AND SELL

**BILLS OF EXCHANGE**

ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM AND HOLLAND.

Issue Commercial and Travelers' Credits IN STERLING,

AVAILABLE IN ANY PART OF THE WORLD.

And in France, in Martinique and Guadeloupe.

**MAKE TELEGRAPHIC TRANSFERS OF MONEY**

Between this and other countries, through London and Paris.

Make Collections of Drafts drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

**Sheldon & Wadsworth, BANKERS,**

10 WALL STREET, N. Y.

IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE, MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.

WM. C. SHELDON. WM. B. WADSWORTH.  
GEO. R. SHELDON.**John H. Davis & Co.,**

Bankers and Brokers,

17 Wall St., New York.

Interest allowed on Temporary and Standing Deposits.

Stocks and Bonds bought and sold on Commission only, either on Margin or for Investment.

**LONERGAN'S SECRET SERVICE**

NEW YORK AND ST. LOUIS.

T. E. LONERGAN - - - Correspond at  
82 & 84 Nassau St., S. W. Cor. 7th & Over Sts.  
New York. St. Louis.

The investigation of frauds on Railway Companies a specialty.

**THE ROGERS Locomotive & Machine WORKS,****PATERSON, N. J.,**

HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either

COAL OR WOOD BURNING;  
LOCOMOTIVE ENGINES,

AND OTHER VARIETIES OF

**RAILROAD MACHINERY.**J. S. ROGERS, Pres't.  
R. S. HUGHES, Sec'y.  
WM. S. HUDSON, Sup't. } Paterson, N. J.R. S. HUGHES, Treasurer,  
44 Exchange Place, New York.**CARRIAGES**

AND

**ROAD WAGONS.**

Superb in Quality, Form and Color.

ALL FITTED WITH RUBBER CUSHIONED AXLES, OF WHICH WE HAVE USED OVER 2,500 SETS DURING THE PAST FOUR YEARS. GENTLEMEN INTERESTED IN CARRIAGE BUILDING ARE INVITED TO AN INSPECTION OF OUR WORKS, THE BEST APPOINTED AND MOST EXTENSIVE FOR THE BUILDING OF PLEASURE CARRIAGES IN THIS COUNTRY OR ABROAD.

**BREWSTER & CO.**

(OF BROOME ST.)

BROADWAY, 47th to 48th Sts.

ONLY PLACE OF BUSINESS.

**A. WHITNEY & SONS, CAR WHEEL WORKS,**

Callowhill and Sixteenth Sts.,

PHILADELPHIA, PENN.

FURNISH CHILLED WHEELS for Cars, Trucks and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES.

WHEELS and AXLES FITTED COMPLETE.

**R. Stuart Willis,**

ATTORNEY &amp; COUNSELOR AT LAW.

**NOTARY PUBLIC.**

206 Broadway, New York.

Special attention paid to Railroad, Mining and Manufacturing Interests.

**Worthington Steam Pumps.**

Special patterns for Railway Water Stations.

Prices below those of any other steam pump in the market.

**HENRY R. WORTHINGTON,**

239 Broadway, New York.

**Safety Railroad Switches**

WITH

**MAIN TRACK UNBROKEN.**RAILROAD CROSSINGS, FROGS,  
and other**ROADWAY SUPPLIES.**

MANUFACTURED BY

**THE WHARTON RAILROAD SWITCH CO.,**

Office, 28 South 3d Street.

Works, 23d and Washington Ave.

PHILADELPHIA.

**RIEHLÉ BROS.**

STANDARD

**SCALES**  
AND  
**TESTING MACHINES**

Office and Works, 9th st. above Master, Philadelphia.  
Warehouses, 50 and 52 So. 4th st. above Chestnut, Phila.  
New York Store, 93 Liberty st.  
Scales for Railroads, Elevators and Wharves  
Scales for Furnaces, Rolling Mills, Mines, etc.  
Testing Machines adopted by U. S. Government  
Trucks for Depots Warehouses, etc.

Geo. V. Halliday & } 610 North 4th St., St. Louis, Mo.  
Co., Agents, } New Orleans, La.

N. B. A liberal discount to the trade. Send for prices.

**IRON & STEEL RAILS**

FOR IMMEDIATE AND FUTURE DELIVERY

For Sale by Manufacturers' Agent,

**JAMES HENDERSON,**

61 Wall St., N. Y.

**First-Class English****IRON & STEEL RAILS,**

AT LONDON PRICES, F. O. B.

Also purchase all classes of Railroad Securities, and negotiate Loans for Railroad Companies.

**WM. A. GUEST & CO.,**

17 Nassau Street,

NEW YORK.

**RAILROAD IRON.**

THE undersigned, agents or the manufacturers, are prepared to contract to deliver best quality American or Welsh Steel or Iron Rails, and of any required weight and pattern. Also Speigel and Ferro Manganese.

**PERKINS & CHOATE,**

23 Nassau Street,

NEW YORK.

**Knox & Shain,**

MANUFACTURERS of Engineering and Telegraphic Instruments, 716 Chestnut St., Phila. (Two medals awarded by Franklin Institute, and one by Centennial.)

**CARS**FOR  
**TWO HORSES**COMBINING  
ALL

Valuable Inventions

**ELEGANT  
STYLE**

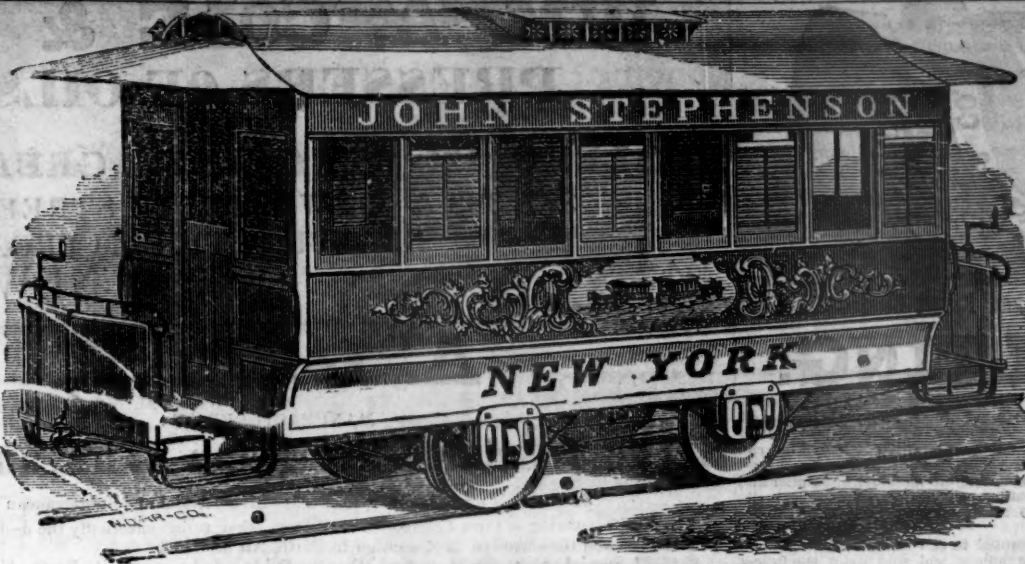
Light &amp; Durable.

**Full Size**

AND

**REDUCED**

HEIGHT

**CARS**FOR  
**ONE HORSE**

WITH or WITHOUT

**Platforms**

OR TO

Swing on Trucks

EVERY

**STYLE AND  
VARIETY**

CONSTRUCTION

**47 EAST 27TH STREET.**

This Establishment commenced building **STREET CARS** in 1832, and is famed for superior **ELEGANCE** of workmanship and **SUBSTANTIAL** practical results.

Its location, in the **PORT** of **NEW YORK**, is most favorable for shipments, and its **CARS**, **CONSTRUCTED** in **SECTIONS**, may be **ENTIRELY COMPLETED** before being packed for transportation.

# VALENTINES VARNISHES

## OUR CLAIMS.

We claim that our Finishing Varnishes are unsurpassed in the following qualities:

- |                |                 |               |                |                |
|----------------|-----------------|---------------|----------------|----------------|
| 1. Uniformity. | 3. Fluency.     | 5. Drying.    | 7. Fulness.    | 9. Durability. |
| 2. Paleness.   | 4. Reliability. | 6. Hardening. | 8. Brilliancy. | 10. Economy.   |

All know it is easy to make a Varnish that has the single quality of **DURABILITY** but Varnishes which wear well are generally inferior in color and working quality, uncertain in laying, too slow in drying, or lacking in body or lustre, and frequently they possess **ALL** these defects.

In our "**RAILWAY-COACH FINISHING**" the ten qualities will be found combined and our other Varnishes are as elastic and durable as is practicable for the work on which they are employed.

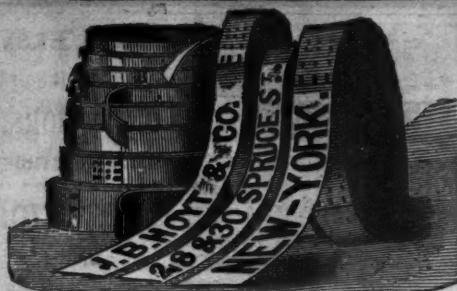
Those of our Varnishes which have the greatest durability require time for hardening. They have superior elasticity, and **ARE DISTINGUISHED FOR THE EXTENT OF SURFACE THEY WILL COVER, WHICH RENDERS THEM ECONOMICAL.**

# VALENTINE & COMPANY,

Chicago.

NEW YORK.

Paris.



Patent Stretched and Patent Riveted Short Lap

## BELTING.

Our Belts are made from pure Oak Tanned Butts, and of the heart or solid part only. No part of the shoulder being used. Any one not familiar with Belt making can readily detect this by the shortness of the lengths and laps. Long laps are made including the shoulder or thinner and softer part of the Leather, causing the Belt to be, in its enduring qualities, no better than its poorest or thinner parts.

Our Belting is warranted to run straight and maintain an even bearing on the pulleys, and sold under the fullest Guarantee.

J. B. HOYT,  
D. B. FAYERWEATHER,  
HARVEY S. LADEW.

## LEATHER BELTING

Made exclusively from Messrs. J. B. Hoyt & Co.'s Best Oak Butts—shoulders all cut off, only solid leather used—short lengths and short laps—fully warranted.

Rubber Belting and Hose and Packing at lowest prices.

STEPHEN BALLARD & CO.,  
16 & 18 Chambers St.,  
NEW YORK.

## PATENT MINERAL WOOL.

ITS FOREMOST QUALITIES:

CHECKING TRANSMISSION OF HEAT, COLD AIR, SOUND AND ELECTRICITY AS AN AIR-HOLDING MATERIAL, ABSOLUTELY FIRE-PROOF AS A MINERAL—RAT AND VERMIN-PROOF, AND NOT ATTRACTING DAMPNESS, BECAUSE VITREOUS.

Its Manufacture, Composition and Uses in the Construction of Dwellings, etc.

This pamphlet and small sample mailed free.

A. D. Elbers,  
P. O. Box, 4461. 264 BROADWAY, N. Y.

ESTABLISHED IN 1836.

GEO. G. LOBDELL, Pres't.

WM. W. LOBDELL, Sec.

P. N. BRENNAN, Treas.

Lobdell Car Wheel Co.,  
Wilmington, Del.

## WM. A. COLE & CO., PRESSERS OF OILS,

AND

DEALERS IN STEARINE, GREASE, &c.

387, 389 & 391 WEST 12TH STREET.

BRANCH OFFICE, 41 BROAD ST.,  
NEW YORK.

W. A. COLE,  
S. E. HISCOX,  
E. T. BELL.

## A. G. DAY,

MANUFACTURER OF

Kerite Insulated Telegraph Wire and Cables

Of all kinds made to order, for Ocean, River, Aerial and Subterranean Lines.

The Kerite covering of these Conductors unlike any other, resists effectually the destructive action of Heat and Moisture, and the corrosive agents either in Earth, Air or Water.

Special orders should state whether the Cable is to be exposed to Earth, Air or Water.

FACTORY—SEYMOUR, CONN.

Office, 120 Broadway, New York.

NEW YORK, LAKE ERIE & WESTERN RAILWAY.

TO THE TRAVELING PUBLIC.

During the Centennial Season—six months, closing November 10, 1876—the Erie Railway carried almost 3,000,000 passengers, without a single accident to life or limb, or the loss of a piece of baggage.

And for a whole year, the official records of the United States Post-Office Department show the arrivals of Erie Railway trains in New York, on time, to be from 15 to 27 per cent. ahead of competing lines.

Facts well worthy the consideration of travelers.

E. S. BOWEN,

General Superintendent.

JNO. N. ABBOTT,

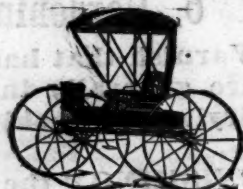
General Passenger Agent.



## PASSENGER CARS

Of the Finest Finish, as well as every description of CAR WORK, furnished at Short Notice and at Reasonable Prices by the

HARLAN & HOLLINGSWORTH COMPANY, Wilmington, Del.



J. CURLEY,

MANUFACTURER OF ALL KINDS OF CARRIAGES

Fine Work both Heavy and Light a Specialty!

All the latest Styles or Patterns kept in Stock or Works.

MANUFACTORY AND REPOSITORY, Corner Boreum Place and State St., Brooklyn, N. Y.

## EAMES VACUUM BRAKE CO., RAILWAY TRAIN BRAKES,

P. O. BOX 2,878.

SALES OFFICE, 15 GOLD ST., NEW YORK.

Represented by THOS. PROSSER & SON.

THE EAMES VACUUM BRAKE is confidently offered as the most efficient, simple, durable and cheapest power Brake in the market. Can be seen in operation upon over fifty roads.